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號二十七百二第第

日二初月五年亥癸

HONGKONG, FRIDAY, JUNE 15th, 1923.

五期星

號五十月六年二十國民華中

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8.30 "	"	Non Stop
8.37 "	"	Non Stop
8.47 "	"	Non Stop
8.54 "	"	Non Stop
9.04 "	"	Non Stop
9.11 "	"	Stopping
9.20 "	"	Stopping
9.30 a.m. to 11.00 "	every 10 minutes	Stop- ping
11.30 " to 12.30 p.m.	" 15 "	"
12.40 "	"	Non Stop
12.47 "	"	Stopping
12.57 "	"	Non Stop
1.04 "	"	Stopping
1.13 "	"	Non Stop
1.20 "	"	Stopping
1.30 p.m. to 4.00 "	every 10 minutes	Stop- ping
4.00 " to 4.30 "	" 15 "	"
4.30 " to 6.50 "	" 10 "	"
6.40 "	"	Non Stop
6.47 "	"	Stopping
6.57 "	"	Non Stop
7.04 "	"	Stopping
7.13 "	"	Non Stop
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7.47 "	"	Non Stop
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CRIME IN HONGKONG.

SPECIAL EVENTS DURING 1922.

ANNUAL POLICE REPORT.

1.—THE SEAMEN'S STRIKE.

On the 13th January the Seamen's Union, a newly created Labour Union, declared a strike of all Cantonese employed on both Ocean-going and River steamers calling at Hongkong. In consequence of the refusal of the respective owners to meet their demand for—

- (a.) Increases of pay.
- (b.) Recognition of Union and other similar demands.

The strike dragged on for some time owing to the impossibility of ascertaining who the responsible representatives of the Union were, as the Union's chief representatives left for Canton with the bulk of the strikers. On February 1st the Seamen's Union was declared an unlawful Society and was closed by the Police in consequence of intimidation, which led to the Stevedores and cargo coolies declaring a sympathetic strike. Efforts to settle the strike were made by various public bodies without success until on the 25th of February all the bakers, butchers and eventually the domestic servants went out on strike in sympathy with the Seamen, thus seriously interfering with the Colony's food supplies. A Proclamation was thereupon issued by the Governor in Council prohibiting the departure of any Chinese from the Colony unless provided with the necessary permit to leave. In consequence of this order and the impossibility of leaving the Colony by water or by rail a large number of strikers chiefly domestic servants and cooks determined to force their way over the border by taking the main road to Sham Chun via Tai Po. They started early on the 3rd March and came in collision with the Police at the Kowloon water works. They were called upon to stop, but refused and broke through the Police cordon. They were again stopped near the 5th milestone by Police assisted by some troops and on they again refused to stop and breaking through the Police, they were fired on by the troops. Five persons were killed or died as a result of their injuries, but the crowd then dispersed and returned to Hongkong. At the judicial enquiry which terminated on 21st March, the jury found a verdict of justifiable homicide thereby endorsing the action of the Police and Military authorities. On March 6th the strike was settled and the Seamen's Union was allowed to reopen.

2.—MURDER OF LEUNG YUK TONG ALIAS JACK A TAI.

During the progress of the strike various persons connected with shipping received threatening letters. Among others Leung Yuk Tong, senior partner of the firm of Leung Yung known as Jack A Tai was threatened on the 21st February as he was passing in his ricksha from Messrs. Butterfield & Swire's office to his own premises he was shot from behind and instantly killed by a man who ran up to his ricksha and fired at him at point blank range in the vicinity of Queen's Statue Pier. The murderer, one Leung Wo, who was evidently a hired assassin, was fortunately caught by some bystanders. He was convicted and hanged after his appeal to the Privy Council had been dismissed. There were no further murders of the kind during the strike, but several murders, in which some employers of labour were the victims, were perpetrated during the year. This form of crime appears now to have been checked.

3.—VISIT OF H.R.H. THE PRINCE OF WALES.

On April 7th H.R.H. the Prince of Wales visited the Colony and spent two days here on his way through to Japan. He met with an excellent reception from the native population, particularly so considering the disturbed conditions which prevailed shortly before his arrival.

4.—LABOURMEN'S STRIKE.

Early in May the labourmen in the harbour who were among the last to go on strike in sympathy with the seamen struck work for high wages. The strike was settled satisfactorily after an interval of 10 days during which some inconvenience was occasioned by the irregular ferry service across the harbour. Otherwise the community suffered but little. Strikes of various classes of labour continued throughout the year, but most if not all were settled amicably before the close of the year.

5.—POLITICAL CHANGES IN CANTON AFFECTING THE COLONY.

Shortly after the Seamen's Strike the Canton Government changed hands as a result of a split between Sun Yat Sun and Chan Kwing Ming. The former was ousted and the latter assumed control. The labour organizations began to settle down as a result of the change and, though they endeavored to assume a more militant attitude towards the end of the year when Chan Kwing Ming was in turn ousted from Canton and Sun Yat Sen returned, the latter gave them no encouragement and they speedily resumed their normal functions.

6.—CLOSING OF GUILDS.

As a result of their interference with the food supplies of the Colony the Hip Tsun Tsung Kung She cooks and servants Union was declared an unlawful Society by Government Proclamation on 14th December, and closed. The only other Union which was declared unlawful was the notorious Kong Ng Lun Shun Kung Wui, which was proscribed on 12th October, 1922. This society though nominally the Union of the Hongkong and Wharfedale steamship employees had got into bad hands and formed the chief resort of the criminal classes in the Colony. It was, therefore, with great relief that the general bulk of the Chinese population of the Colony witnessed the closing down of the society, whose evil reputation dates back for many years.

7.—OUTBREAK OF VIOLENT CRIME.

One of the most serious results of the change of Government in Canton twice during the year and the consequent fighting was the outbreak of crimes of violence in the Colony following closely on each series of fighting. In August and September there were numerous highway and armed robberies, many of them traced to ex-soldiers or unemployed seamen, and again in December continuing up to the Chinese New Year (February, 1923). The large increase in armed robberies and murders as recorded in this Report testifies to the seriousness of these waves of violent crime. The Police were successful in bringing a number of offenders to book and the Courts together with increased restrictive Police measures appear to have borne fruit as these crimes, though still prevalent have very largely decreased since the New Year (Chinese). Notable among a number of robberies which involved conspicuous shooting in the streets was the Wing Wo Street Robbery, which took place at dusk on the 29th September, during which a Chinese detective No. 100 Sin Chun was fatally shot by the robbers, as they were leaving the robbed premises. Two of the robbers were caught in a chase which followed, convicted and hanged. A remarkable feature of the armed robberies during the year was the valuable assistance rendered on several occasions by civilians chiefly non-Chinese, but also Chinese in some cases, who assisted though unarmed in following and capturing armed robbers, and were in some instances responsible for the actual capture of the criminals. Not only the Police, but the public owe them a great debt of gratitude for their bravery and skill in effecting captures under trying and dangerous conditions.

8.—"SUI AN" PIRACY.

Serious as was the state of crime on shore it was almost surpassed on the water by the daring and successful piracy of the Hongkong, Canton and Macao Steamboat Co.'s str. *Sui An* on Sunday, the 19th November. This river steamer which plies between Hongkong and Macao was pirated when about 1 hour out from Macao at sunset. Full details of the piracy are contained in the Report of the Commission of Enquiry into this piracy which was laid before the Legislative Council on the 5th February, 1923. Suffice it to say that in spite of the provision of armed guards and safety devices required under the terms of the Piracy Prevention Ordinance of 1914 the pirates succeeded in holding up the ship and taking her into Bins Bay, a bay not far outside the waters of the Colony where they left her, having stripped the passengers and crew of all their money and valuables and the ship of the contents of the compass, the purser's safe and anything else of value. Owing to the completeness of surprise, the loss of life was small. Two of the Indian guards were killed during the plucky fight which they put up against severe odds, 2 others were wounded, as was also the Captain while attempting to gain the bridge. The Captain was very fortunate to escape with his life. This occurrence only goes to show even more clearly perhaps than the state of crime prevailing in South China at the present time, which makes the preservation of peace and good order in the Colony and its vicinity a very difficult matter. Armed troops are everywhere and arms are procurable in spite of the general prohibition of the import of arms into China as well as Hongkong.

9.—ARMS SMUGGLING.

One of the most serious problems of the past year has undoubtedly been the question of the traffic in arms. The large stocks left over in Europe and America as a result of the Great war find a ready market in China, though under international agreement the import is prohibited. During the latter months of the year many of the large passenger ships arriving from the Pacific coast of America failed to complete their stay in port without the discovery of arms either on board or in transit from ship to shore. Arms in transit were also found stored on shore. Heavy sentences on all offenders including a number of non-Chinese have had a good effect, but it is not possible to say at the present juncture that the traffic has been checked. As long as fighting continues between rival military factions so long will there be a market not only for arms for the military, but also for civilians who find themselves at the mercy of so-called troops, often bandits in disguise, and whatever the penalties they still endeavour to secure their own protection by smuggling through sufficient supplies to make some defence possible. It is sincerely to be hoped that a halt may soon be called to the incessant fighting among the military leaders in China: for without it the community must expect crime to flourish inside as well as outside the borders of the Colony.

10.—INCREASE OF POLICE FORCE.

Owing to the disturbed state of the neighbouring provinces which was reflected in the increase of crime in the Colony, it was decided to increase the Police force during the year. 32 additional European Police were recruited and the Colony was fortunate in obtaining among the new recruits a large number of ex-R.I.C. men whose services should prove most valuable. Additions were made to the Indian and Chinese contingents also, the total increase amounting to 232 men. The policy of enlarging the force has more than justified itself by the subsequent decrease in crime.

11.—CREATION OF CRIMINAL INVESTIGATION DEPARTMENT.

During the year the setting of the Detective Branch of the Police was specially enquired into with the result that the creation of the Criminal Investigation Department followed with a Superintendent in charge as Director Criminal Intelligence assisted by a second Superintendent as A.D.C.I. The D.C.I. did not actually take over his duties until after the new year (1923). Further a strict scrutiny of the work of the Chinese detectives led to the dismissal of a few, the retirement of a number of older men, and the return to regular duty of a number of detectives whose work was considered unsatisfactory.

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12.—NORTHERN CHINESE RECRUITS.
During the year arrangements were made to recruit Chinese from Wei Hai Wei for the Hongkong Police force. Two European Police officers were sent to Wei Hai Wei in September to recruit and train the first batch of 50 odd men, and their training was proceeding satisfactorily at Wei Hai Wei at the close of the year.
(Continued on page 2.)

HONGKONG LEGISLATIVE COUNCIL.

RENTS ORDINANCE DISCUSSED.

RENEWED FOR ONE YEAR ONLY.

COLONIAL SECRETARY OUTLINES NOVEL BUILDING SCHEME.

A meeting of the Hongkong Legislative Council was held in the Council Chamber yesterday. There were present:—
His Excellency the Governor (Sir R. E. STUBBS, K.C.M.G.), D.S.O. (temporarily Commanding the Troops).
Colonel C. W. DAVY, C.M.G., D.S.O. (temporarily Commanding the Troops).
Hon. Mr. A. G. M. FLETCHER, C.M.G., C.B.E. (Colonial Secretary).
Hon. Mr. J. H. KEMP, K.C., C.B.E. (Attorney-General).
Hon. Mr. McLELLIN, O.B.E., Colonial Treasurer.
Hon. Mr. E. R. HALLIDAY, C.B.E. (Secretary for Chinese Affairs).
Hon. Mr. E. A. IYING (Director of Education).
Hon. Mr. H. T. JACKMAN (Director of Public Works).
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. P. H. HODGKIN.
Hon. Mr. A. G. STEWART.
Hon. Mr. R. H. KOTWALL.
Hon. Mr. CHAN SUI-KEI.
Hon. Mr. A. O. LANG.
Mr. S. B. B. McLELLIN (Clerk of Councils).

BILL TO AMEND THE RENTS ORDINANCE.

HON. MR. POLLOCK ON TENANTS' HARDSHIPS.

The ATTORNEY-GENERAL formally moved the second reading of the Bill. The Bill is an Ordinance to amend the Rents Ordinance, 1922.

The COLONIAL SECRETARY seconded. Petitions relating to the Bill were laid on the table and were referred to in the speeches which follow.

The Hon. Mr. POLLOCK said: Sir, as I have to address this Council on matters of principle in connection with this Bill, I think it would be advisable that I should make my remarks now upon the motion for the second reading. In connection with this I was pleased to read a leading article in the *Hongkong Telegraph* of June 14th, that the Government is prepared to consider suggestions when the Bill comes up for the second reading, and I desire that in a matter of this importance that the Government, though necessarily it has had to consider this Bill to a certain extent in certain of its bearings, will for the purposes of this Council retain and preserve an open mind. First of all, Sir, I should like to begin by reminding this Council of the latter part of paragraph 8 and the first part of paragraph 9 of the Objects and Reasons which were attached to the first Bill that was introduced. These Objects and Reasons were read by the Attorney-General on the first reading of this Bill and to a great extent are repeated by him on the second reading of this Bill. The net result was that the Government in passing this Rents Bill had two objects in view. The first object was to keep a roof over the heads of present occupiers and the second object was to protect them from excessive exploitation, i.e. from having to pay more than the fair rents. Now, Sir, in order to make it clear that these were the objects which the Government had before them when the Ordinance for 1922 was passed I propose to read to this Council some extracts from the Objects and Reasons which were read out on the first reading of the Rents Ordinance 1922. The remarks of the Hon. Attorney-General which I am going to refer to in the first place will be found in page 79 of Hansard and I begin with a quotation from paragraph 8 and the first part of paragraph 9 of the Objects and Reasons of the Rents Ordinance 1922. That part of the Objects and Reasons is stated as follows: "Tenants cannot be turned out so long as they pay the standard rent. Immigrants who wish to acquire a residence in Hongkong will have to build for themselves. Tenants now in occupation will practically have their tenancies extended on the old tenancy terms so long as they pay the standard rent and if they are turned out it will be due either to fault of their own or to their failure or inability to pay the standard rent. There is one exception to this statement, i.e. that when the landlord requires the premises for his own occupation (see clause 4 (1) (c)), but even in that case the tenant will not be turned out unless the Court is satisfied that alternate accommodation reasonably equivalent as regards rent and suitability in all respects is available." So much, Sir, for the Objects and Reasons read out by the Hon. Attorney-General on the first reading of the 1921 Bill. On the second reading of that Bill the Hon. Attorney-General said:—I am quoting from Hansard half down the first column, page 85 of Hansard for 1921: "The need for some legislation of this kind has been widely recognised. The main objects are the power to protect tenants from unreasonable increases of their rents and from arbitrary termination of their tenancies. In other words to keep a roof over the heads of present occupiers and to protect them from excessive exploitation." And again in the second column of page 85 the Hon. Attorney-General after referring to the shortage occasioned by the influx of strangers says "The two weapons which

it (the Bill) provides are the provision of standard rent and the principle of no ejectment. While the Bill remains in force the standard rent alone will be payable and as long as the tenant pays that rent and complies with the other terms of his tenancy he cannot be turned out. With regard to the influx of strangers from elsewhere the Bill provides that the present occupiers who are permanent residents of the Colony shall not be turned out of their houses to make way for people coming from outside. And again the Hon. Attorney-General says in the middle of the first column of page 87 "The object of the Bill is to keep a roof over the heads of existing occupiers, to give them somewhere to live and sleep." The same principle is stated in the speech by your Excellency declaring that an emergency exists for the dispensing of the standing orders. I may read from page 87 of Hansard 1921: "The grounds for this declaration are that as the object of the Bill is to protect the tenants of domestic tenements from unreasonable increases in their rents and from arbitrary termination of their tenancies and as rents have been and are being raised unreasonably and as attempts have been made and are being made to eject tenants who are unwilling and unable to pay such increased rents it is desirable to pass the Bill immediately so as to afford relief to as many as possible of the classes which the Bill proposes to protect." The above quotations, Sir, I think are amply sufficient to show that it was the clearest intention of the Government to protect tenants, the existing occupiers, in their then holdings absolutely and completely and without exception so long as they pay the standard rent. Unfortunately Sir clause 4 (1) (f) slipped into the Bill. It is referred to by the Attorney-General in page 88 of Hansard: "It is proposed to add a further paragraph to sub-clause 1 of clause 4 providing that if a lessor bona fide requires possession of a domestic tenement to pull it down or reconstruct it so as to make it a new building under the Public Health Ordinance then he shall be entitled to turn the tenant out on giving three months' notice. This new clause was not commented on further by anybody but was formally inserted on the motion of the Attorney-General. And indeed this particular clause 4(1)(f) seemed to have given no trouble whatever so far as can be ascertained whilst the Rents Ordinance of 1921 was in force. In the middle of last year the Rents Ordinance of 1921 was superseded by the Rents Ordinance of 1922 and so far as I can gather even a few months after the Rents Ordinance of 1922 was passed this clause 4(1)(f) practically seemed to trouble at all and it is only during the last few months since I think the beginning of this year—that events on the mainland of China coupled with the glut of easy money and a rather wild spirit of land speculation have caused the present deplorable state of affairs. Let us consider now briefly the position which exists at the present time. THOUSANDS OF TENANTS EVICTED.

Thousands of tenants who are perfectly willing and able to pay the standard rent have been evicted or are being threatened with eviction through no fault of their own and even in cases where fresh premises are available they are compelled, I should say in practically all cases, to pay a higher rent than they have been paying hitherto. Another factor in the present situation is that hundreds of persons at the present moment are sleeping in the streets. Well, Sir, I have heard the observation made that it is a nice, healthy thing to sleep out in the open air in the street, but I think that observation hardly applies to weather such as we are experiencing at the present. Another drawback of these reconstruction schemes is that they have the immediate effect—and nobody can help them from having that effect—of reducing the existing housing accommodation and they thereby increase the housing shortage. The fourth point to be considered in connection with the scheme of reconstruction is that they induce competition for skilled labour and both the difficulties and cost of carrying out one of the main objects the Government has at heart for the purpose of relieving the present shortage, i.e. the erection of new buildings, upon sites that have not been previously built upon.

There can be no doubt, Sir, that this crisis for reconstruction has hit the people of all races in the Colony. It has hit the Chinese working man, it has hit the Chinese business man carrying on an old established business. It has hit members of the Portuguese community, who find themselves being displaced from premises which they have occupied for very many years past and it is beginning to hit, and in the near future unless some steps are taken, it will very seriously hit numbers of British residents over on the Kowloon Peninsula, for it is common knowledge that several properties in the middle of the central part of the Kowloon Peninsula have, during the past few months, changed hands at very high prices. There was one well-known property, practically in the middle of the European residential area on the Kowloon Peninsula, which I believe, has changed hands at soaring prices something like seven times during the past three months.

Now, Sir, I should like to give a few instances to this Council, of the way in which this reconstruction which is going on is affecting different classes of the Chinese community. I will mention certain instances. Of course, I do not pretend to say that these instances are exhaustive, but I think that they are very significant and they show that there is a certain class of reconstruction going on which ought not to be allowed to take place because the premises sought to be reconstructed—although old in some cases—are reported by the Building Authority as being either in a good condition or in a fair condition as the case may be. Let me take first of all the instances which affect the Chinese business man. The first case I will take is that of 210 to 234, Des Voeux Road Central, nearly opposite the Wing On premises. These buildings were erected in the year 1904 and they are stated by the Building Ordinance officer to be in a fair condition. These tenants have sent in a letter to me quite recently on the 5th June—with the chops of 17 firms upon it. The letter reads as follows:—

"Sir, We have the honour to inform you that we, being house-holders of ten premises, Nos. 210 to 234, Des Voeux Road Central, have been notified to remove on the 15th inst., which date is drawing very near. We have pleaded with the Chinese Protector to do what he can to protect us, but yet with no result. It is quite evident that these ten premises have no reason to be rebuilt as they were established in the year 1904 in modern fashion of three storeys. We have even tried our best to find suitable premises to move into but to our great difficulty we are unable to find one. If these houses are really to be rebuilt it will cause hundreds of us to suffer ruin, starvation and homelessness. We beg of you to do what you can for us and the hundreds of us will thank you and never forget your kindness. Thanking you in anticipation and awaiting your esteemed good news, we have the honour to be, Sir, your obedient servants."

This case, Sir, was also referred to the columns of the *South China Morning Post* on 5th June. It would appear, Sir, and I think this is an important point to bear in mind—that this petition which has been forwarded to me in the last few days is by no means the first appeal that these people have made for assistance, because a petition, it appears from this article, in the *South China Morning Post*, chopped by the firms occupying the ground floors, was brought up and submitted to the Hon. Secretary for Chinese Affairs on 13th April for transmission to your Excellency. The petition sought the intervention of the authorities and in it the tenants mentioned the suitability of the houses for the same purpose. It also appears from the same article that the tenants interviewed the Hon. Secretary for Chinese Affairs several times, but they could not receive from him any assurance of protection. That is a case, Sir, where a number of business firms will have to be turned out unless they are afforded some relief, and I understand many of these firms are of several years standing. I submit to your Excellency that it is a very great hardship that these people should be put in this position. No doubt we shall be told by the Government, in reply that there are more stories going up on the reconstructed plan, but that affords very little satisfaction indeed to men who are being turned out of their business premises and under the conditions now prevailing in this Colony have nowhere to go to. Another case, Sir, that of a block of houses, partly in Des Voeux Road and partly adjacent, a block of houses on marine at 225-317 to 321 Des Voeux Road, 22 A and 22 B Morrison Street, 159 to 161 Connaught Road. The Building Officer reports that these buildings were erected in 1905 and that the condition of the property is good. There, again, Sir, is a question of disturbing people in their businesses, turning them out of premises reported to be in good condition and apparently the only reason or object for turning them out which can be discovered is that a plan has been submitted for erecting a Chinese residential hotel. Now, Sir, that seems to me a case which is exactly contrary to the Objects and Reasons put forward by the Government in 1921. It is a case of turning out present occupiers who wish to stop on and who are willing to pay the rent for the purpose of the premises being erected into a Chinese residential hotel for the use of all and sundry, including any persons from outside who may desire to come and reside in that hotel. It seems to me, Sir, it is quite contrary to the idea expressed in the Objects and Reasons of the first reading of the 1921 Bill to keep a roof over the heads of existing occupiers so long as they continue to pay their rents.

The third case, Sir, is the case of 23 Amoy Street, Wanchai. I received a letter from the occupiers of 23 Amoy Street, Wanchai, on the 30th of last month as follows:—"Sir, We, the undersigned, have the honour to approach you and respectfully beg that the proposal initiated by the owner of the above mentioned houses to rebuild such premises as per copy of letter from Mr. Hewlett, the architect, be rescinded on the following grounds: (1). That the said premises are still in its best condition, being only about seven years since its erection. There is no necessity for such action just at this critical moment when the Government is confronted with a housing problem. (2). The present owner, who just purchased the house about one and a half months ago, for speculation, has up to the present, not been able to show the plan of proposed new house, although he claims that it can be inspected at any time at Mr. Hewlett's office. (3). That our present needs, coupled with the fact that there is a shortage of houses at the present time, we are not able to find any accommodation elsewhere. With the foregoing reasons we sincerely hope the Government will give due consideration to the above premises and should this action be put into effect, Thanking you in anticipation." Then follow the chops.

The letter was sent to me but it was addressed to the Hon. Unofficial members of the Legislative Council of Hongkong. Now, Sir, that is a case where the premises are only seven years old. There cannot be any reason as far as the condition of the premises is concerned for having them reconstructed.

I now go to other blocks of premises, also Chinese, Nos. 194-202 Hollywood Road and 11, 13 and 15 Tapingshan Street. These premises are stated to be very old and it is only fair to state that they are also stated to be in a dilapidated condition—not dangerous but dilapidated. In the case of these premises one naturally looks to see whether there is any good object for turning these tenants out, and also one would like to know in the case of these premises and the others I have referred to, what is to happen to the displaced tenants. In answer to my enquiries to the Building Authority on the subject of whether a plan had been sent in or not, I got this answer: "Nuphin has actually been submitted but enquiries have been made by Messrs. Palmer and Turner regarding a proposed cinema on this site." That is the site of these two blocks, 194-202 Hollywood Road and 11, 13 and 15 Tapingshan Street. Apparently it is proposed to turn out the people who must number some hundreds out of these premises, to make way for a cinema theatre.

Another case, Sir, to which I wish to refer is that of No. 349 Shanghai Street. This house was erected in 1921. The condition of the premises is stated by the Building Ordinance officer as "O.K." and his remark with regard to the plans for this house is that the plans have been submitted for rebuilding and the adding of an additional storey in conjunction with the rebuilding of the adjoining house.

Well, Sir, although it may possibly be a praiseworthy thing to rebuild the other house I submit it is nothing short of criminal in the present state of housing accommodation to sanction any scheme which involves pulling down of a house which was erected as recently as the year 1921.

Now I come to the last Chinese case with which I shall trouble the Council. It is the case of 18 to 24 Des Voeux Road West. These houses are reported by the Building Ordinance officer as being old but in fair condition. In this case plans have been submitted but not yet approved. Now, Sir, I think that I have stated quite sufficient to show that these cases which I have cited are cases which do not make a very considerable hardship on existing occupiers some of them old established business firms persons who ask nothing more except that the pledge which the Government gave in the Objects and Reasons of the 1921 Ordinance should be maintained; that is to say, that existing occupiers so long as they continue to pay the rent shall be allowed to stop in possession of the premises.

Now I have already, in connection with British people, referred to the imminent danger which there is in Kowloon unless some steps are taken by the Government, of numbers of British residents being shortly turned out of the central part of the Kowloon Peninsula. The remaining case which I will cite to this Council is that of the Portuguese in Bellios Terrace, but before doing that there is one which I have so far omitted to mention and that is in regard to the tenants of huts on the Kowloon Peninsula. The latter houses are certainly old but they are stated by the Building Ordinance officer to be in fair condition. Plans have been submitted for rebuilding them. There, again, Sir, it is a question of displacing a number of tenants, many of whom are of the poorer class. There are various other cases I have before me, but I think it will be sufficient from the Chinese point of view to quote only these I have mentioned.

THE BELLIOS TERRACE CASE.
Then there is the case of the Portuguese in Bellios Terrace. Now, Sir, I cannot help thinking that this case is a case of considerable hardship. These tenants, or many of them, have for very many years been residing in Bellios Terrace, and all that they ask for is to be let alone. They do not ask, any more than the Chinese in the cases I have mentioned are able to see why they should without any fault of their own and so long as they are willing to pay the rent, be turned out and it is no satisfaction at all to them to tell them they are being turned out for the general public good. What is proposed to be done with them? I have made some rather searching enquiries in connection with that matter. So far as I can see no accommodation has been offered to them which is within the means of all of these displaced tenants. Bellios Terrace consists of four rows of houses and the average rent—except certain corner houses and except the houses which are of better construction on the topmost terrace—is between \$73 odd and \$85 odd a month. It is rather necessary, in connection with the question of hardship, to bear these figures in mind. These people have been offered two flats, I understand, at Beaconsfield at \$36 a month. A flat consists of one room, which flat can be divided by a partition into two rooms. The rent at Beaconsfield is comparatively moderate one, but it is \$36 for only one room divided by a partition into two as against a house with four rooms with a rental of \$73 to \$85. Therefore, when in a cheaply rented place like Beaconsfield there is certainly no advantage to be got by the tenant. Furthermore, there are tenants in Bellios Terrace who occupy these four corner houses at \$73 and who sublet the lower part for \$33 and so the rental for the remaining two rooms only amounts to \$40.

Various propositions were made to these tenants, some of which I understand have been accepted in regard to Kowloon. Now I will first of all take the case of premises offered to tenants at Kowloon opposite Palermo. The rental which was asked for these two small rooms, smaller than at Bellios Terrace—was \$50 a month, for two instead of four—a hundred per cent increase of rent. In addition to that there are various extra expenses, ferries for the tenant and his children to go over to school, at 10 p.m. and the Italian Convent, possibly totalling another \$20 a month, an increase of 150 per cent on the rent. I think the Government have got these rents of the flats opposite Palermo Buildings, reduced. Originally the landlord asked \$80 and \$80 a flat and now the rent is reduced to \$50, but even with such a reduction there is no doubt that the tenant will have to pay a great deal more than he does at present and he will be in a far less convenient situation for his children to go to school, the schools being on this side.

(Continued on page 4.)



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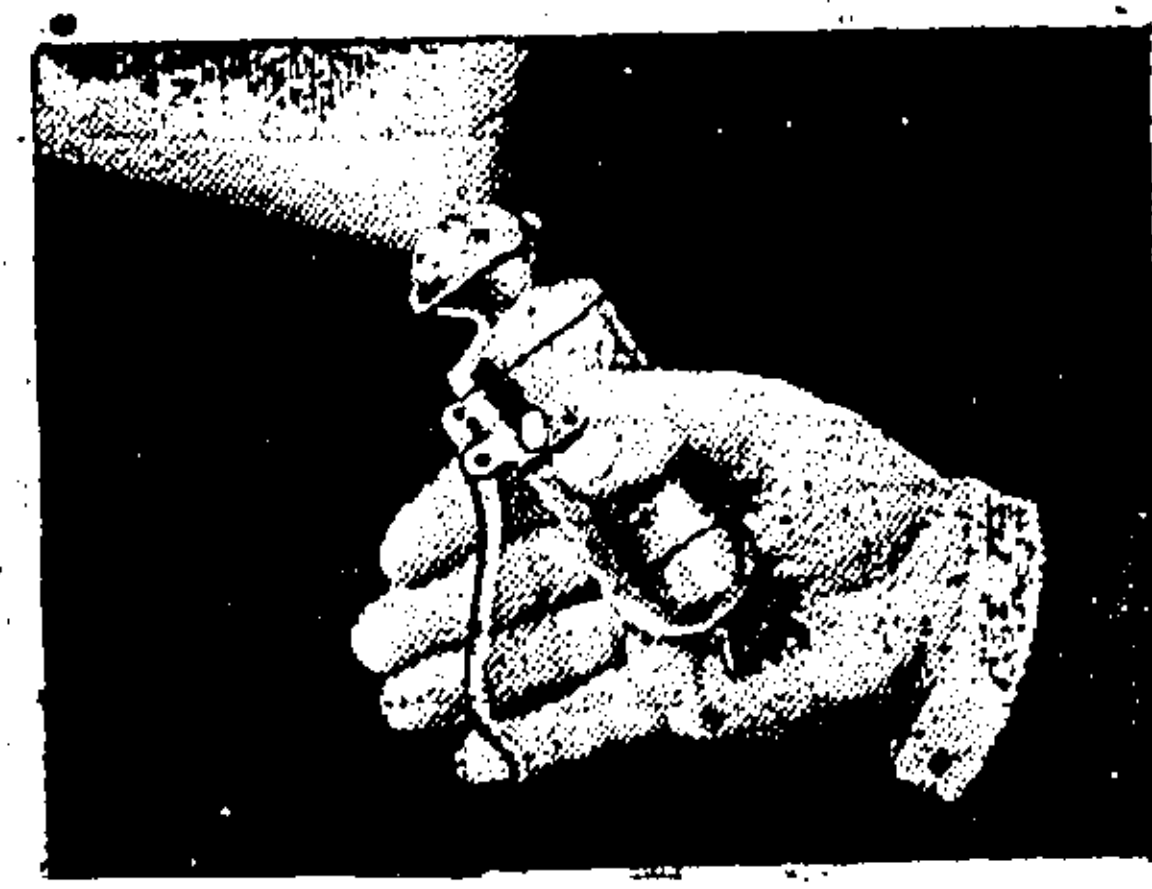
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HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 5.)

Then there was a question of housing some of these Bellios Terrace tenants in the new Italian Mission premises which are being built near Robinson Road. Well, Sir, I have got a list of the tenants proposed to be charged for these houses. I understand there are only three rooms instead of the four in Bellios Terrace, and in some cases the rental given to the tenants amounts to \$40 to \$50 more than in Bellios Terrace, whereas you have three rooms instead of four. So that cannot be considered a satisfactory exchange by any means. Furthermore, as I understand, these tenants have to turn out at the end of October and I gather that it is impossible for these Italian Mission premises to be ready by that date.

The, Sir, I come to another offer made to the tenants that was altogether outside their means—four roomed flats in Jordan Road at \$150 practically double the amount of the four in Bellios Terrace. They are also practically offered across the road from the Orient Building, and rooms at \$120—obviously beyond their means.

In making these comparisons I do not wish it to be thought for a moment that I undervalue the heroic efforts, the very strenuous efforts that have been made by the acting Colonial Secretary in the matter of the rehousing of the Bellios Terrace tenants. To my knowledge, he has taken an enormous amount of trouble in this matter. But the point I wish to make in connection with these tenants is that there is no accommodation available for them at Kowloon—all of them I mean. I do not say that some of them may not manage to pay the rents in the houses opposite Palermo Buildings. But at all events there is a certain limit to the accommodation there. The houses in Bellios Terrace are not very well adapted to residential purposes—certainly not so much as Bellios Terrace—and are the only flats that can be considered in any way cheap. The Jordan Road flats and the flats opposite Orient Buildings cannot be considered as at all within the means of the tenants.

I expect, Sir, that by and by we shall be told that there are numbers of flats in Kowloon that are unoccupied. That is no real answer to the matter at all. It is quite true you may be able to get a flat at Kowloon, but, after all, the question of rent must in the case of persons of limited means form a very important factor. Even those premises which some of the tenants are willing to go into will involve a considerable addition to their rent. I should like to draw the attention of this Council to the somewhat remarkable difference between the language of section 4 (1) (e) and that of (1) (f) of the Rents Ordinance, 1922. In the case of (1) (e) where the tenant requires the premises for his own occupation for himself or his family or any person bona fide residing with him he cannot turn the tenants out unless he shows that alternative accommodation, reasonably equivalent as regards rent and suitability in all respects is available. In section 4 (1) (f) there is nothing of that sort at all. There the tenant simply has three months' notice to quit given to him and he is left apparently to fend for himself regardless of whether alternative premises are suitable in all respects and also regardless of whether of the fact whether they are reasonably equivalent as regards rent.

Therefore, Sir, there can be no doubt that the case of these tenants—I refer to Chinese and Portuguese—is a really hard one. It so happens, absolutely without any fault of their own, that their principal tenants of premises or the lessor of two or three cubicles; the lessor of any portion of the building from the whole building down to a single room, and that person is proposed to make liable to a penalty if he demands or receives more than the standard rent for any domestic tenement, which I have explained in detail every kind of lessor and every kind of division or sub-division of a domestic tenement. It makes the lessor liable to a penalty for demanding or receiving more than his due under this Ordinance. What, Sir, can be fairer than to subject a man to a penalty under the Ordinance for demanding more than the standard rent? What sympathy can possibly be extended to anybody who says to a tenant—who perhaps has been a tenant for some years—"I am going to raise your rent?" The tenant objects that he is a poor man and cannot pay more and is told "Well, if you do not want to pay more, there is someone round the corner who will pay it." What is the position of the lessor under the law as it stands at present? Although the law says he cannot receive more than the standard rent he can bluff more rent out of the old tenant or get more rent from the new. He knows that he has no right to demand more rent, but yet he bluffs it out because it is a safe proposition to do so. There is absolutely no penalty. If the bluff comes off he gets so much more rent, but if it does not come off he gets off not free without any penalty. Surely, Sir, that is not just, and it is with a view to remedying an injustice like that that we consider this clause should be put in.

It is to be hoped, Sir, that when this clause is inserted, as we trust it will be, that it will be made widely known by the Secretary of Chinese Affairs, and that the tenants who have been given higher rent as a penalty of their leaving the premises—will go to the said Committee.

All plans for the demolition or reconstruction of domestic tenements which are received by the Building Authority after the said date shall be referred by the Building Authority to the said Committee.

(ii) By renumbering sub-sections (2), (3), (4), (5) and (6) respectively (3), (4), (5), (6) and (7) respectively.

I think there can be no doubt, Sir, that this revision of the law is required in order to protect tenants from being arbitrarily turned out. I should have liked, myself, to have made that revision, approved for the word "received," and in the second clause instead of "are received" to have substituted "not being approved," and instead of "after" have substituted the words "prior to." But, Sir, in these matters it is desirable to have unanimity among the unofficial members. The matter has been threshed out and for the sake of unanimity I am simply moving what I consider the less strong clause, and indeed I may say quite frankly the less advisable clause. At all events this clause, even in the shape in which I propose to move it, will have, I am persuaded a good effect in regard to reconstruction. It will give the Government a Committee to refer to, which will have power to postpone reconstruction from time to time for a period not exceeding 18 months in all. Of course, 18 months is put as a maximum period, but in no means follows that the Committee would recommend any such long period as that. It is only put in by way of protection as a maximum period. I think it is certainly advisable that in any legislation which the Government is now making they should protect the tenants in this way from the operation of the notice to quit, and also that there should be a Committee able to postpone demolition and reconstruction of premises within their discretion.

It seems to me a monstrous thing that these unfortunate tenants, without any fault of their own, should be turned out in the way I have described. And, Sir, may I point out that this clause is really to carry out one of the fundamental objects expressed in the 1921 Bill, that existing occupiers shall not be turned out as long as they are willing to pay the rent. Sub-section 3 of section 4 of the Rents Ordinance, 1922, does give a certain power of suspension of turning out, but unfortunately it gives it at such a late stage as to be practically of little use to the tenant who, of course, has to make his arrangements for new premises at a very greatly increased rent.

In asking the Government to accede to the amendment which I shall move in Committee I am not asking them to adopt an entirely new principle, because the principle of postponement of delivery of possession is recognized by sub-section 3 of sub-section 4 of the Rents Ordinance, 1922. Unfortunately, it is recognized at a late stage—at a stage when judgment has been recovered against the unfortunate tenant—that practically it is of very little use. It is necessary, I submit, for somebody like a Committee of three persons to have the power at an earlier stage to intervene in the interests of the tenants.

PENALTY FOR OFFENDING LESSORS.

Now, Sir, I come to the second amendment, which it is proposed to move in Committee, that is that clause 9 of the Bill be amended as follows:—

(i) By substituting "sections are" for "section is" in the first line thereof; and

(ii) By inserting, at the end of clause 9 of the following:—
29.—Every lessor who demands or receives more than the standard rent for any domestic tenement shall unless he proves to the satisfaction of the Magistrate, that he acted bona fide, be liable upon summary conviction to a fine not exceeding one thousand dollars.

I submit that clause is a very useful and a very necessary one. I would remind the Council that a lessor includes not merely the first landlord but the principal tenants of premises or the lessor of two or three cubicles; the lessor of any portion of the building from the whole building down to a single room, and that person is proposed to make liable to a penalty if he demands or receives more than the standard rent for any domestic tenement, which I have explained in detail every kind of lessor and every kind of division or sub-division of a domestic tenement. It makes the lessor liable to a penalty for demanding or receiving more than his due under this Ordinance. What, Sir, can be fairer than to subject a man to a penalty under the Ordinance for demanding more than the standard rent? What sympathy can possibly be extended to anybody who says to a tenant—who perhaps has been a tenant for some years—"I am going to raise your rent?" The tenant objects that he is a poor man and cannot pay more and is told "Well, if you do not want to pay more, there is someone round the corner who will pay it." What is the position of the lessor under the law as it stands at present? Although the law says he cannot receive more than the standard rent he can bluff more rent out of the old tenant or get more rent from the new. He knows that he has no right to demand more rent, but yet he bluffs it out because it is a safe proposition to do so. There is absolutely no penalty. If the bluff comes off he gets so much more rent, but if it does not come off he gets off not free without any penalty. Surely, Sir, that is not just, and it is with a view to remedying an injustice like that that we consider this clause should be put in.

It is to be hoped, Sir, that when this clause is inserted, as we trust it will be, that it will be made widely known by the Secretary of Chinese Affairs, and that the tenants who have been given higher rent as a penalty of their leaving the premises—will go to the said Committee.

All plans for the demolition or reconstruction of domestic tenements which are received by the Building Authority after the said date shall be referred by the Building Authority to the said Committee.

is useful also from another point of view, and that is for emphasizing this question of standard rent. I think it would be a very good thing if we widely published in this Colony, in Chinese as well as in English, the definition of standard rent as it appears in 2 (f) of the Rents Ordinance, 1922, because it certainly is not understood that a tenant of an old building need only pay the rate at which the premises were let on the 31st December, 1920. The idea seems to prevail in circles which one would expect to be better informed, that if the landlord can only get the old tenant out and get a new tenant in that in some mysterious way the landlord is free of the restrictions of the Rents Ordinance. There cannot be a more erroneous opinion than that. In the case of an old building any tenant, whether old or new, has the same right only to be charged the standard rent and I think it is a pity, Sir, that that is not more widely understood than it is at the present moment. I have been very much struck, as Chairman of the Housing Commission, in finding out that people are extraordinarily ignorant of the protection accorded to them by this Rents Ordinance, even as it stands at present in their favour.

There is another subject, Sir, which I should like to refer to and that is the question of the establishment of a Fair Rents Board. In connection with this subject I should like to point out that as regards new buildings, which have had an occupation certificate granted since the passing of the Rents Ordinance, they are entirely outside the Rents Ordinance, as was pointed out by the learned Attorney General in the recent reading of the 1921 Bill, when he said, on page 79 of Hansard: "Such new buildings will be entirely free from the restrictions of the Ordinance and the owners will be entitled to charge whatever rents they can obtain." Therefore as regards new buildings which have received an occupation certificate since July 1921, it is quite clear that the Government have definitely taken up that position, to be built in question of new buildings, to be built in the future. What is to be done with the old to them? Well, Sir, this question has engaged my earnest attention, and I must confess that in view of the extreme need which exists for new buildings being erected on fresh sites that it might be a doubtful policy for the Government to create a Rents Board for such new buildings. It might create a certain check upon what undoubtedly is the main thing which the Government wish to accomplish, and that is the production of new buildings upon sites which have not been previously built upon.

With regard to reconstructed buildings I think there are considerable difficulties in the way of the establishment of a Fair Rents Board. One of the difficulties that I see is that if the return is to be eight per cent upon the total outlay we might possibly, in these boom times, find that the fair rent amounted to rather a staggeringly high figure. I am afraid that some tenants are disposed to interpret "fair rent" as meaning the pocket of the tenant.

Of course it has no meaning of that sort in ordinary parlance. If you are going to have a Fair Rents Board you would have to have a Board which would assess the rent as being fair all round. It would have to be fair, amongst other things, from the point of view of the outlay which the landlord had expended, first of all in buying premises and secondly in reconstructing the building at the high prices which prevail at the present time. Therefore, I must confess, Sir, although I have taken a great deal of trouble in considering this point, that I think it would be a doubtful policy if a Fair Rents Board were established, and I have only come to that conclusion with the very greatest reluctance, because my sympathy in this matter is entirely on the side of the tenant.

Another kind of difficulty, perhaps, which might be created by a Fair Rents Board, if established, is that you might cause a certain amount of dissatisfaction in the mind of a landlord of an old building who wished to reconstruct. Of course, I have all sorts of inequalities. If you were to adopt the suggestion I have given of making the fair rents the same as of reconstructed buildings in the same area, that would be a very simple and a very equitable return to the person reconstructing his building. I thought perhaps, as I have considered this matter at some length, it would interest the Council to hear my views on that point. I must apologise for having taken up so much of the time of the Council.

HON. MR. KOTTEWALL.

Hon. Mr. KOTTEWALL said:—Sir, during the last fortnight my Chinese colleagues and I have received numerous communications from Chinese property-owners and tenants in regard to the working of the Rents Ordinance. The former complaining that the measure has wrought hardship on a large number of good landlords, and the latter urging more stringent provisions for their own protection. I need not trouble the Council by repeating what these people call each other. As regards the suggestions received, embodied in the communications my Chinese colleagues and I have brought to the notice of the Government, through the Honourable Secretary for Chinese Affairs, such of them as appeared to be worthy of consideration; and I have also seen the Honourable Attorney-General about one or two points having a legal aspect. The Hon. Mr. Chan Siu Ki and I have given all these suggestions that have been brought to our notice our careful consideration; and if we are not advocating more amendments than those mentioned by the Honourable Senior Un-

official Member, it is because we realize that the Ordinance is, after all, a purely temporary measure, at which it would be undesirable to tinker more than is absolutely necessary.

We strongly support the proposed amendment for giving power to a Committee, to be appointed by the Governor-in-Council, to postpone the operations of notices to quit, and the demolition and reconstruction of domestic tenement for a prescribed period. The amendment which has just been read by the hon. senior unofficial member is so framed as to obviate any possible imputation of bad faith on the part of the Government, because it is to affect only future applications therefore. It will also obviate any fear that hardship may be inflicted on some landlords, or that a good opportunity of having old and insanitary houses rebuilt would be lost, because the proposed Committee is to be allowed absolute discretion in the exercise of its power. While on this subject of reconstruction, I wish to say that I am deeply indebted to the learned Attorney-General for the opinion that a domestic tenement reconstructed under section 4, sub-section 4 (f) of the Rents Ordinance is not necessarily an "entirely new building" within the meaning of Section 9, sub-section 2 of that Ordinance, unless it is, in point of fact, an entirely new building; and that, therefore, a building reconstructed under the former Section, but coming within the latter, is subject to the Rents Ordinance. Whether the standard rent of such a building would be the rent on the 31st December, 1920, or the rent at which the building was first let after the reconstruction, would probably depend upon whether the reconstructed house was or was not substantially identical with the former house. I have ventured, Sir, to report this important opinion here to a point of law which probably is not generally known to the public.

My Chinese colleague and I also support the proposed amendment for imposing a penalty on any lessor who of bona fide intent, demands or receives more than the standard rent. We trust that this amendment will be accepted by the Government so as to give a check to the machinations of the unscrupulous landlords, who is my Chinese colleague and I are aware that the operation of the Ordinance does entail hardship on some, especially on those to whom the rent constitutes their sole source of income; but such a condition of affairs is unavoidable in special legislation of this kind. We can only hope that the demand for houses will soon be met to such an extent as will justify this Council in repealing the measure which, after all, got to the root of the evil. But, Sir, while the shortage exists, the continuation of the Ordinance appears to us to be necessary, and we will, therefore, vote for its extension for another twelve months.

STATEMENT BY THE COLONIAL SECRETARY.

The COLONIAL SECRETARY: In view of the numerous points which have been raised, I am afraid I must ask the patience of the Council while I traverse a rather wide field. First, I must take the opportunity to express the obligation of the Government to the Senior Unofficial member for his assistance in investigating numerous cases of hardship, and in expending all the avenues which most difficult housing and rents question. I would like to add my thanks also. I might also remark on the excellent work done by the hon. members representing the Chinese community on behalf of their compatriots. The matters most immediately before this Council are petitions from the tenants of Bellios Terrace and the residents of Rutter Street, to which I will refer later. Regarding Bellios Terrace there are forty-two families, numbering about 200 souls, housed in the buildings of these three terraces, and it undoubtedly is, as the Senior Unofficial Member has said, a very great hardship that this sheltered, self-contained community should be evicted at such short notice; but it must be remembered that, owing to the generosity of the Bellios family over a long period of years, their rents have not been appreciably increased, while during the same period their salaries and consequently their rent-paying capacity, have been considerably augmented, with the result that they are now in a much more favourable position than the neighbours who surround them. The matter came to my attention some time before the Petition reached me. On the very morning on which I received it I got the option of 34 flats at West Point—two-roomed flats of European style. I had not seen them at the time, but I sent the Committee of the tenants to investigate and they reported that they were not suitable, partly on account of the sanitary arrangements, and partly on account of danger from fire, being in a Chinese locality. I went down personally and looked at them. The rent was \$45 for a two-roomed flat, but by putting two rooms into one they would get a four-roomed flat for \$60. I agreed with the tenants that they were not suitable. At the same time the Bellios Terrace houses struck me as being in the very last stage of decay and literally tumbling to bits. I invited the assistance of Mr. J. M. Alves, who has rendered me very great assistance in this matter, and we went over together to Kowloon and visited blocks containing altogether some 130 new flats, and I also visited the new hotel. When I returned I sent for various landlords, including the landlord of the hotel, and I got the option on a number of buildings at rentals varying from \$70 to \$150. I consulted the owners of Bellios Terrace, who met me more than half way, and have been most considerate.

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(BARTON SECTION)
LOCAL SERVICE

OWING to interruption between TAIPO and SHATIN, the Ordinary Time-Table is CANCELLED. A Service will be maintained, but Intending Passengers are advised to make Enquiries at the Stations.
By Order,
R. BAKER, Manager.

Kowloon, 14th June, 1923.

ALEXANDER CHARLES ARNOLD
(DECEASED)

NOTICE IS HEREBY GIVEN that all Persons having Claims against the Estate of the above named deceased, who died at Canton on April 11th, 1923, are hereby required to send particulars of such Claims to the Underigned on or before JULY 14th, 1923, after which Date the Assets will be distributed having regard only to Claims of which Notice shall have then been given. AND NOTICE IS HEREBY GIVEN that all Persons indebted to the said Estate are required to make immediate Payment to the Underigned.
W. A. ALEXANDER, Registrar.

H. B. M. Consulate-General, Canton, 15th June, 1923.

THE SHANGHAI HOTELS, LTD.

NOTICE IS HEREBY GIVEN that the DEBENTURE TRANSFER REGISTER of the above Company will be CLOSED from SATURDAY the 23rd JUNE, 1923, to SATURDAY the 30th JUNE, 1923, both days inclusive, for the preparation of Debenture Interest Warrants.

Warrants will be payable at THE HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai.

By Order of the Board,
WALTER J. HAWKER, Secretary.

Hongkong, 15th June, 1923.

HONGKONG REALTY AND TRUST COMPANY, LIMITED.

NOTICE

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of the MEMBERS of the above Company, pursuant to Section 66 (3) of the Companies Ordinance, 1911, will be held at the Hongkong Office of the Company, Royal Exchange, Des Vaux Road Central, Hongkong, on SATURDAY, the 30th day of JUNE, 1923, at 12 NOON.

THE NOTICE DATED THE 12th JUNE, 1923, IS HEREBY CANCELLED.

By Order of the Board,
WALTER J. HAWKER, Acting Secretary.

Hongkong, 14th June, 1923.

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Vaux Road. Telephone No. C. 4206.

BUYERS OF HONGKONG CONSTRUCTIONS, HONGKONG REALTY, HONGKONG TRAMWAYS, STAR FREIGHT, WATSON'S, YANGTZE INSURANCES.

SELLERS OF CHINA STEAMERS, COLONIAL DISPENSARIES, EWOS, 20 M. Y. SAN & COMPANY, HUMPHREYS ESTATES, H. & S. BANKS.

[107]

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction,

MONDAY, the 18th JULY, 1923,

commencing at 3.00 P.M.,

at their Sales Room, DUNDRELL STREET.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery, capable of producing 100,000 (one hundred thousand) pieces of ten-cent (twenty cent) or 200,000 (two hundred thousand) pieces of ten-cent (ten cent) coins per working day (10 hours).

(Further particulars and inspection orders may be obtained from Messrs. Gilman & Co., Ltd., or the Underigned.)

Terms—20% of purchase money to be paid on fall of hammer. Balance to be paid within two weeks of day of sale.

LAMBERT BROTHERS, Auctioneers.

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

PUBLIC AUCTION.

IN ONE LOT

ON

TUESDAY,

The 17th Day of July, 1923, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece of parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2198 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of this said Section A of Inland Lot No. 2198 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situated in or upon the said premises as at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors,

8, Des Vaux Road Central.

Messrs. LAMBERT BROTHERS, Auctioneers.

INTIMATIONS

NOTICE

DURING the Temporary Absence from the Colony of our Managing Director, Mr. WING WING SAM, Mr. SYDNEY NG QUINN is hereby appointed to act in his stead, and in the event of Mr. QUINN's absence from Office at any time, Messrs. TSAN PAK WONG and JOSEPH CHARLES TAM are authorized to Sign jointly for Procuration for the Firm until further notice.

THE GENERAL COMMERCIAL CO., LTD.

Dated Hongkong, 14th June, 1923. [954]

NEWS FROM THE OLD COUNTRY.

SEND 13/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: Lloyd's People, The Daily News, etc., etc., etc. A different paper sent weekly, or the same publication for 52 weeks. 13/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

Send 13/- to-day to PERIODICAL POSTING CO., Plymouth, ENGLAND. [1781]

HOTEL TO LET.

THE KOWLOON HOTEL.
HANKOW ROAD, KOWLOON.

(ONE MINUTE'S WALK FROM THE STAR FERRY.)

NEW and Unfurnished Up-to-date First Class European Residential and Tourist Hotel of Six Stories high with Extensive Roof Garden and Basement suitable for Garage. More than 90 Large and Airy Rooms and each Room is furnished with 9 Sanitary Baths and 7 Water Closets.

One Large and Long Hall as Dining Room which can hold about 150 Persons. One Smoking and Sitting Room, 2 Billiard Rooms, One Private and One Public Bar in the First Story.

A fashionable Electric Elevator; one Boiler; all Electric Lights, Fans, Bells and Fittings will be furnished.

The construction of this Hotel will be completed at the end of this month and same can be leased on 5 or 10 years to carry on business from the beginning of July, 1923.

For Rent and Particulars, please apply to TONG WA LAND INVESTMENT & AGENCY CO., 48, Queen's Road East.

or Mr. LAI HIN MAN, 40, ORIENTAL COMMERCIAL BANK, LTD. [943]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

WANTED.

A MUSICIAN to teach Pianos, Bagues and Drums every Saturday Evening and Sunday. Please state Qualification and Salary.

THE CANTON SEMINARY OF COMMERCE, HONGKONG, CANTON.

944]

SAFE, bare and Guaranteed Cure for Leucorrhoea, Gonorrhoea, Patches, Marks, Eruptions, Pimples, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 (\$3.50) Per Week. Full particulars free under cover. "Sri" Works, Beadon Square (H.P.), Calcutta. (India)

NOTICE TO CONSIGNEES.

The Steamship "EGREMONT CASTLE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 12th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the steamer must be presented to the Underigned on or before the 28th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th June, will be subject to rent.

All claims against the steamer must be presented to the Underigned on or before the 28th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

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INTIMATIONS

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 3773 for 200 Shares numbered 77181 to 77200, 47201 to 47250, 110052 to 110078, 121988 to 122037, 84151 to 84175; Certificate No. 3774 for 200 Shares numbered 30501 to 30520, 37101 to 37200; Certificate No. 3775 for 200 Shares numbered 59501 to 59520, 37101 to 37200; and Certificate No. 3776 for 200 Shares numbered 59501 to 59520, 37101 to 37200; and should these Certificates not be produced to the Company before the 7th day of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 7th June, 1923. [922]

NOTICE TO CONSIGNEES.

"ELLERMAN LINE."

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship

"CITY OF MANCHESTER"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th June, 1923, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before 22nd June, 1923, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 12th June, 1923. [943]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, SUZEE AND STRAITS.

THE Steamship

"GLENIFFER"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of Holt's Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 18th June, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 18th June, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 14th June, 1923. [916]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"TROLIUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th June.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th June, will be subject to rent.

All claims against the steamer must be presented to the Underigned on or before the 22nd July, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1923. [947]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamer

"THESEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 13th June.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th June, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 2nd July, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th June, 1923. [953]

INTIMATION

DEWAR'S

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

Awarded 50 Gold and Prize Medals.

FROM

MESSRS. JOHN DEWAR & SONS, LTD.

PERTH, SCOTLAND.

By Royal Appointment to His Majesty the King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

TELEPHONE No. C. 616.

DEATH.

WADE GARDNER.—In England, on June 12th, J. P. WADE GARDNER, late of the Hongkong and Shanghai Banking Corporation. [930]

Hongkong Office: 10A, Des Vaux Rd. C. London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, June 15th, 1923.

EXIT, LI YUAN HUNG.

What are we to make of the statement that President LI YUAN HUNG, who unceremoniously left Peking for Tientsin, is "merely visiting" the Treaty port? The President has a residence in Tientsin. It was to this asylum that he fled in 1917 when CHANG HSUN made his historical coup d'etat and proclaimed the re-establishment of the Monarchy. In the lulls between the political storms Chinese statesmen are always ready to inveigh against extra-territoriality, but when the storms break Chinese of all shades of political opinion are evidently devoutly thankful that extra-territoriality exists.

CHANG HSUN when his forces were overwhelmed—as they were within a few days—sought refuge in the Dutch Legation. President LI YUAN HUNG had fled to Tientsin, where he had prudently acquired a residence—perhaps to serve him as a perfectly safe haven in a political storm. It does not appear that LI YUAN HUNG had any ambition to be the President of the Republic of China, though the revolution owed its success to his military genius and ability. He was forced into accepting office in 1916 as President of the Republic, just as he had been forced to accept the Supreme Military Command of the revolutionary forces in 1911. When he quitted Peking in 1917 he announced that he would never

go back, but five years later his determination on that point had weakened. He was recognised as a "safe" if rather weak, man for the position, but before he could be prevailed upon to accept office again certain definite assurances had to be given to him by the military powers that they would support his demands for "sweeping reforms" in the Chinese Army. These included the disbandment of superfluous troops, and, above all, "an absolute abolition of the Tuchen system." We were told at the time that he insisted on this as "the key to a thorough organisation of the country's finances," as it obviously is. He knew the nature of the disease, and as a trained and experienced soldier he may be considered competent to form the opinion he did as to the practicability of the remedy, given the willingness of the military powers to apply it. Having once got him back into office, the military satraps speedily forgot their promises. During the past twelve months the President has bitterly complained, publicly as well as privately, that the war lords have totally ignored their pledges to himself and the country. On at least two occasions he has made magnificent gestures of protest against the domination of the Central Government by the super-tuchuns, saying that he was determined not to submit to their dictation. But the "iron rod" bent like a lath, and, notwithstanding the exhortations now given by the President's secretary for His Excellency's visit to Tientsin, there is good ground for the common belief that the unannounced "visit" is in reality flight from office induced by military pressure. The fact that the President's train has been held up for hours and surrounded by soldiers, because the Presidential seals are missing, clearly shows the intention in the mind of those who directed the holding up of the train. As we indicated in a recent article, TAO KEX, the War Lord of Chihli, is destined for the Presidency, and we may safely assume that it was by his orders that General LI's train was held up by troops until the Presidential seals were located. If General LI has not yet resigned, there is evidently a determination by the dominant military faction in Peking that he shall not return to the Presidential Palace.

Silk forwarded from Hongkong by the *Empress of Asia* on May 16th, arrived in New York on June 9th, having been 23 days in transit.

Lady Stubbs, wife of H.E. the Governor, left for England, yesterday, by the *Empress of Russia* and will be returning to the Colony in the autumn.

Amongst those who left by the *Empress of Russia* yesterday were Mr. and Mrs. E. V. D. Parr, Mr. Eldon Potter, Mr. W. E. L. Shenton, Mrs. A. Ian Cameron, Mr. E. Rice and Mr. J. H. Taggart.

Mr. A. O. Lung was sworn in yesterday as a member of the Legislative Council in the place of Mr. E. V. D. Parr, who left with Mrs. Parr yesterday, by the *Empress of Russia* for England.

Mackintosh & Co., Ltd., are celebrating the tenth anniversary of the opening of their business, by an "anniversary sale" for three days next week, when the whole of the stock will be offered at reduced prices.

go back, but five years later his determination on that point had weakened. He was recognised as a "safe" if rather weak, man for the position, but before he could be prevailed upon to accept office again certain definite assurances had to be given to him by the military powers that they would support his demands for "sweeping reforms" in the Chinese Army. These included the disbandment of superfluous troops, and, above all, "an absolute abolition of the Tuchen system." We were told at the time that he insisted on this as "the key to a thorough organisation of the country's finances," as it obviously is. He knew the nature of the disease, and as a trained and experienced soldier he may be considered competent to form the opinion he did as to the practicability of the remedy, given the willingness of the military powers to apply it. Having once got him back into office, the military satraps speedily forgot their promises. During the past twelve months the President has bitterly complained, publicly as well as privately, that the war lords have totally ignored their pledges to himself and the country. On at least two occasions he has made magnificent gestures of protest against the domination of the Central Government by the super-tuchuns, saying that he was determined not to submit to their dictation. But the "iron rod" bent like a lath, and, notwithstanding the exhortations now given by the President's secretary for His Excellency's visit to Tientsin, there is good ground for the common belief that the unannounced "visit" is in reality flight from office induced by military pressure. The fact that the President's train has been held up for hours and surrounded by soldiers, because the Presidential seals are missing, clearly shows the intention in the mind of those who directed the holding up of the train. As we indicated in a recent article, TAO KEX, the War Lord of Chihli, is destined for the Presidency, and we may safely assume that it was by his orders that General LI's train was held up by troops until the Presidential seals were located. If General LI has not yet resigned, there is evidently a determination by the dominant military faction in Peking that he shall not return to the Presidential Palace.

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Lady Stubbs, wife of H.E. the Governor, left for England,

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH TRADE IMPROVES.

LONDON, June 13th.

The continued improvement in British trade is evidenced by the Board of Trade returns for May, showing imports £20,578,000; exports £15,551,000. Increases of £3,061,000 and £3,883,000 respectively compared with April.

DUTCH INDIES LOAN.

AMSTERDAM, June 13th.

The Dutch Indies five per cent loan of 65,000,000 florins at a price of ninety, has been heavily over-subscribed. The market has slumped to 2162.50.

ENGINEER SENTENCED TO DEATH.

MAYENCK, June 13th.

The Court Martial has sentenced to death an engineer named Radisch, employed at an anti-aircraft factory. The prisoner was charged with sabotage.

EARLIER CABLES.

BRITAIN'S REPLY TO RUSSIA.

"THIS CORRESPONDENCE IS NOW CLOSED."

LONDON, June 13th.

The British reply to the Russian Note expresses satisfaction that the Soviet Government has complied with the essential British demands, and considers the correspondence now closed.

The British reply expresses satisfaction with the acceptance of the proposals regarding the fishing dispute and the continuation in the case of Mr. Stan Harding and the murder of Davidson, and as regards propaganda, and agrees to undertake on Britain's own behalf, and on behalf of the British Dominions, Colonies and Protectorates, not to assist any hostile designs against the Soviet Government or Associated Republics, which may be entertained by *emigre* Russians. It points out as regards compensation for losses that it has made no demands not based on reciprocity.

The reply underlines that the normal diplomatic transfer of Khabarovsk from Khabul has been decided, thus the obstacle to friendly intercourse by his presence at Khabul will be removed. Britain confidently infers from the Soviet's present undertaking that the Soviet Government will take every special step to secure full compliance, in letter and in spirit, with that undertaking. The reply concludes: the Soviet Government having complied with the essential conditions of the British demands, the correspondence may be brought to a close.

REPARATIONS PROBLEMS. DISCUSSION BY BRITISH CABINET.

LONDON, June 13th.

The Cabinet discussed the question of reparations to-day. Marquess Curzon communicated information as to the attitude of the Allies as a result of the exchange of views since the German offer. It is understood that the declaration of British policy has been postponed a week, as the diplomatic interchange of views is proceeding.

A more hopeful spirit regarding the Franco-British Ruhr negotiations is inspired by semi-official statements in London and Paris. The former indicates that Britain is determined to explore every avenue and an active exchange of views is now going on. A Paris message states that the French representative in London reports that the conversations are pursuing a spirit of cordiality.

THE RUHR.

FURTHER SHOOTING INCIDENTS.

PARIS, June 13th.

A message from Becklinghausen states that a French patrol shot two Germans dead who were walking in the streets on Monday night, despite the French prohibition. As the result of a shot being fired at a French sentry at Wanne, the inhabitants have been forbidden to leave their houses after dark. The towns of Stultforth and Wipperfurth have been fined 25 million and 20 million marks, respectively, owing to French sentries being fired on.

In consequence of the shooting of a sentry, curfew has been imposed at Becklinghausen. Travel between the occupied and unoccupied parts of Germany in the neighbourhood of the town is prohibited. The heads of the police force have been arrested.

MERCANTILE MARINE OFFICERS.

A DIFFICULT TIME IN CHINA.

The lot of Mercantile Marine officers who find themselves stranded in China at the present time are finding it by no means easy to get employment on ships. An Englishman holding a second mate's certificate appeared for the second time at the Magistracy charged with vagrancy.

Inspector Cockle told his Worship (Mr. J. H. Wood), that this man, in company with six others of his class was staying at the Sailors' Home, West Point, at the expense of the Harbour master. They had been unable to find ships and had eventually agreed to being sent home to England by the first available steamer.

This being the case his Worship agreed to defendant being kept at the Sailors' Home till his departure for England. Cockle after the case over was informed that the six men at the Home included men holding master's certificates and chief mate's certificates. Employment on ships is extremely difficult to find at the present time, and many Mercantile Marine officers are in difficulties.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHAOTIC CHINA.

TUCHUNS MUST BE INSURED WITH FEAR OF RETRIBUTION.

LONDON, June 13th.

The *Times* Peking correspondent, commenting on the situation, which the Lanchow outrage is symptomatic of, urges the necessity for insuring the Tuchuns with a fear of retribution. He says that it needs only a show of firmness to restore foreign prestige. The essential need is for a small increase in the foreign forces, supplemented by a warning that any further attacks on the railways, if the present opportunity is neglected, followed by consequences that cannot be foretold. Those who imagine that foreign intervention in China is outside the realm of probability are surely closing their eyes to facts.

THE BOXER INDEMNITY.

LONDON, June 13th.

In the House of Commons replying to questions, Mr. Ronald McNeill said that legislation was necessary to carry out the Government's intention to devote the British share of the Boxer indemnity to purposes of mutual Anglo-Chinese benefit. He did not propose to appoint a committee to investigate the utilisation of the funds until the Bill, now being drafted, had been introduced.

HEREDITARY TITLES.

LABOUR MEMBER'S BILL FOR THEIR TERMINATION.

In the House of Commons on May 31st, Mr. Poulson (Lab.-Sec.) asked leave to introduce a bill to provide for the termination of hereditary titles among his Majesty's subjects. The bill, he said, was introduced nine or ten years ago, and in the interval there had been great changes in hereditary titles. Clause 1 provided that any holder of an hereditary title might, at his own option, by deed poll in the same way as persons changed their names. There were, he believed, a good many people who would take advantage of that. Those to whom very high-sounding titles were only an embarrassment would very likely wish to drop them, and there were some peers of ancient lineage who would be ready to drop their titles in view of the colleagues who had been presented to them within the last few years. (Laughter.) Then there were members of the House of Commons who would take advantage of the clause to leave their titles and go to the Lords. There had been many such cases before now, and in the *Nineteenth Century* in 1890 an article appeared, signed by Mr. Curzon, Mr. Brodrick, and Viscount Folmer—now the Marquis Curzon, the Earl of Midleton, and the Earl of Selborne—which, referring to the bill, said: "The world supposes him to be a fortunate heir to what is the accident of birth. He is in reality the helpless victim of the accident of death. He has become a peer. From his life there is no escape." (Laughter.) This bill provided that nobody should succeed to a peerage which had been renounced; and Clause 3 provided that no heir of a peerage, born after the passing of this Act, should succeed to a peerage. He admitted that the bill erred on the side of moderation, but it exercised no compulsion on any person. On the contrary, it withdrew certain compulsions that at present existed.

With regard to the constitutional aspect, in 1911 the then Prime Minister, Mr. Asquith, said that the reform of the House of Lords was a question that brooked of no delay. (Ironical Ministerial cheer.) This bill would support both those who were in favour of reforming the Second Chamber, because they would see it dwindling before their eyes, and also those who, like himself, would like to see the Second Chamber abolished altogether as a useless encumbrance upon the Constitution. (Labour cheer and laughter.) Everybody was agreed that the peerage was becoming something absolutely grotesque. (Labour cheer and laughter.) The House of Lords was, in the opinion of Lord Curzon and Lord Newton, far too large and ought to be reduced. This bill would reduce it rapidly. (Labour laughter.) From the social point of view, since he first introduced the bill there had been the so-called honours scandal brought to light—or rather, hushed up—by a Committee. When the Labour Government came into power, neither for party purposes nor for the acknowledgment of public services would they have recourse to the conferring of hereditary honours. (Ironical Ministerial laughter and cries of "Question.") The Canadian Parliament had already taken steps, and had requested the Crown not to confer any more hereditary titles on Canadians. This bill also brought into its net the baronetcy, of whom there were over 1,000, and probably there would be more creating and granting of titles in that quarter than even in the peerage. (Labour laughter.) The hereditary principle was a survival of medievalism. It was entirely out of date. Dignity, merit, and distinction were rapidly disappearing from the peerage, and party payments and beer and whisky were taking their places. (Labour cheer and laughter.) The result was that the whole institution was now an object of ridicule rather than respect. Hereditary titles administered to vanity, encouraged corruption, and led to snobbishness and flunkeyism. Hon. members opposite no doubt regarded this bill as a joke. (Ministerial cheer)—but he assured them that in generations to come it would be their laughter and not his promotion of the bill that would appear ridiculous. (Labour cheer.)

Leave was given to bring in the bill, amid Labour cheer, and it was read a first time.

COMPANY MEETINGS.

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

REVIEW OF THE SHIPPING TRADE.

TRADE "EVEN WORSE THAN 1921."

The forty-second ordinary general meeting of the Indo-China Steam Navigation Co., Ltd., was held yesterday morning at the offices of Messrs. Jardine, Matheson & Co., Ltd., Mr. D. G. M. Barnard presiding. There were also present: Mr. G. W. Barton, Mr. A. O. Lang, Mr. Scott Harland (Shipping Manager), Mr. R. Sutherland (Shipping Manager), and Messrs. N. L. H. Railton, Ho Leung, A. B. Stewart, A. Murdoch, A. M. da Silva, S. E. da Luz, W. B. Cornaby, P. T. J. Baptista, A. R. Lowe, F. Fleming, A. Pierce, and E. R. C. Hornell.

The CHAIRMAN said:—Gentlemen,—the report and statement of accounts have been in your hands for some days, and with your permission I will as customary take them as read. It will be remembered that at the last two general meetings the Chairman commented upon the unsatisfactory position of the Company, unless there came a revival of trade. Unfortunately this did not even come, and low freights combined with the continued high cost of operating the fleet have primarily accounted for the heavy loss shown in the Accounts. With regard to trade generally, the year under review was even worse than 1921, so far as world wide shipping was concerned, and the scanty and unprofitable employment offering in home waters induced a considerable number of tramp steamers to try their luck in the Far East, thereby causing a further surplus of tonnage in an already overstocked market. Depression in the Japanese coast trade, also encouraged vessels usually employed there, to go further afield and compete strongly for Southern rice business and also general charter voyages on the China coast in which rates throughout the year, both North and South, ruled at unremunerative figures. As regards the rice crops, that of Saigon district was estimated to be about 20 per cent. below the average. The bulk of it was shipped to Europe as Kwonggang rice was fairly plentiful; this fact also accounted for reduced imports from Bangkok where the crop was unsatisfactory.

CHINA'S COMPLICATED POLITICAL PROBLEMS. Year after year the hope has been expressed that China would be able to settle her complicated political problems, and embark upon a period of undisturbed prosperity. It is a bitter disappointment, therefore, to have to report that during 1922 and subsequently, lawlessness and disorder have been greatly on the increase. The recent outrage on the Tientsin Pukow railway, and the piracy of the *Sui* in between Hongkong and Macao are fresh in your memory. In addition to these incidents, which obtained prominence through the number of foreigners involved, numerous other piracies have been perpetrated on Chinese owned vessels in the South of China. There has been a serious increase in the hostilities between various military factions. The conditions which have prevailed, and still prevail in the Canton delta are lamentable, and the Chinese authorities are unable to protect trade routes on either land or water.

THE EFFECT OF THE SEAMEN'S STRIKE. Labour organisations were much in evidence during the year, and the Seamen's strike, carried out principally by intimidation, caused a lay up of some 22 steamers of the Company for a period of two months. This of course was another factor in our loss. "Subsidiary strikes" followed the main demonstration, and increased terms of remuneration had to be conceded to launchmen, cargo boat coolies, coal workers and other branches of labour, thereby further increasing working costs. Serious strikes in Calcutta also accounted for long delays to the Company's vessels.

TRADE IN THE FAR EAST.

In regard to the General employment of the fleet, it is perhaps necessary for me to state that the conditions of shipping business in the Far East have undergone a considerable change during recent years, particularly in trades which were at one time conducted almost entirely on a trip charter basis. The growing tendency is for native merchants interested in rice and other trades to operate their own steamers and this has led to a large increase in Chinese-owned tonnage, which, when not operating for the purpose for which it was especially acquired, is free to compete for any outside employment offering on the market. Further, being able to run free of onerous overhead charges such as have to be borne by British Shipping Companies, such vessels prove to be competitors with which it is difficult and often expensive to deal. There has also been a marked increase in the development of certain Shipping Companies under foreign flags, enjoying considerable subsidies which have assisted them to develop regular lines where charter tonnage originally operated. In view of these changes, it has been considered necessary for our Company to adopt a policy of maintaining and increasing regular sailings between ports where we have established connections, and where, given normal conditions of trade, promise of continual and steady earnings is apparent.

It was in the protection of such lines that, in the year under review, considerable financial sacrifices had to be made. At the last meeting, shareholders were informed that serious reorganisation was threatened on some of our most important routes and, as the year advanced, competition became more keen and in some cases, cargo had to be carried at merely nominal rates. The Company has passed through an extremely difficult year, but our policy has been to give our old established supporters the same terms as offered by our subsidised competitors, and I am glad to say as a result of an agreed policy between the old established

friendly Companies, some of our competitors have already withdrawn others have come to terms and there are signs that a better condition of affairs all round may reasonably be expected.

THE SCRAMBLE FOR TRADE.

One cannot be surprised that after the vicissitudes of the war years, shipping, like many other industries should go through a period of adjustment, and that in some cases a scramble takes place for participation in established trades, whether there is room or not. Experience leads us to think, however, that so long as the original operators meet competition, as may become necessary, and give fair treatment to supporters, they, in the long run will enjoy the fruits of past enterprise. On the important question of future prospects, while there are undoubtedly hopeful signs of better times for the Company in some directions, I feel compelled to emphasise what was stated at our Meeting last year with regard to working costs. Much has been said, at times on the question of wages, which is perhaps the heaviest item of expenditure the Company has to bear, and I must say now, that while every avenue leading to more economical working has been, and will be further explored, unless trade conditions improve we must consider a reduction in staff concessions and portage bills which at present are based on the highest scale paid during war years, and these immediately following, when they were justified by economic conditions. Although such a step will be reluctantly taken, abnormal shipping depression in all other parts of the world has necessitated a lower scale of wages and conditions of trade in the East may call for similar action.

THE COMPANY'S FLEET.

It will be noted from the report in your hands that the following steamers constructed for, and explained at the last meeting, have been delivered and put into commission. The *Kuanying* and *Huang* on the Calcutta line, where they have been found in every respect suitable for the service for which they were specially designed. The *Tingyung* and *Fauang* have proved most useful coasters and also fulfil admirably the requirements of the Shanghai-Tientsin run. The Yangtze river trades have been supplemented by the steamers, *Kuanyung* and *Pingung*, on the lower river and the *Fukien* on the Ichang-Chungking line. The first two mentioned have been found all that is needed, but considerable engine defects developed during the first season of the *Fukien's* employment, the responsibility for which is still being discussed, with builders. Certain alterations have been carried out and this steamer is now giving satisfaction. As regards further building, the Company has placed an order with the Hongkong and Whampoa Dock Co. for two ships of a similar type to replace vessels which can no longer be run economically in one of our main trades. Since the close of the year, we have also contracted for a steamer to replace the *Kuanying*, to which vessel I will make later reference.

UNPRECEDENTED NUMBER OF SHIPPING CASUALTIES.

The year 1922 will be remembered as one during which an unprecedented number of shipping casualties occurred on the China coast, and this Company unfortunately suffered in common with others. During the typhoon of 2nd August, which concentrated itself at Swatow, and caused a deplorable loss of life, the *Huangyung* and *Tungshing* were both driven ashore, the former North of Swatow, and the latter actually in the harbour. Although immediate steps were taken to give all possible assistance, the former vessel became a total loss. The latter was eventually saved by the Hongkong and Whampoa Dock Co. after some four months' work. Another regrettable casualty was the stranding and subsequent total loss of the *Kuanyung*, a very popular steamer on the Shanghai-Tientsin line. This took place on the 31st October outside Weihaiwei harbour. In no instance was any casualty accompanied by loss of life, and I take this opportunity of recording the Company's appreciation of the fine work performed by the officers and men of H.M.S. *Despatch*, in rescuing the passengers and crew of the *Kuanyung*, during weather conditions which called for strenuous effort and entailed great personal risk.

THE STRANDING OF THE "KUMBANG."

While not coming within the year under review, you are no doubt all cognizant of the stranding of the *Kumbang* on Northern Luzon, which took place on the 9th May. There were some 400 deck passengers on board, all of whom, I am pleased to say, were safely landed and conveyed to Manila, to which port the vessel was bound. The Captain, Deck officers and engineers remained on the ship which was salvaged and towed to port, where repairs are under consideration. The *Choyang* and *Kuanying* were fully covered by insurance and the resulting claims on underwriters have been duly paid. In the case of the *Tungshing* and *Kuanying* the Company will recover salvage charges while the cost of repairs will be chargeable to the underwriting account.

MAINTENANCE OF THE FLEET.

The usual standard of upkeep has been maintained throughout the fleet during the year, but very little reduction in the cost of repairs is noticeable although continual efforts are made to effect economies in this direction. While it is recognised that the cost of native labour has substantially increased, we hope that the Company's engineering firms and similar concerns will be as reasonably as possible in their charges, especially during the hard times shipowners are passing through.

I have referred to the unfortunate disaster at Swatow, caused by typhoon last August, and it is necessary for me to mention that in response to an appeal for funds to aid the sufferers this Company donated the sum of £2,000, which I trust has your approval.

ACCOUNTS REVIEWED.

Turning to the statement of accounts, it will be noted that the sum of £410,000 has been transferred from the contingency fund to revenue accounts, to which latter account has also been credited £3,000 from the equalisation of dividend account and £10,000 from the investment fluctuation reserve leaving the balance of the last mentioned at £9,018. 15. 0. The increase shown in the investment fluctuation reserve is due to increased value of investments on 31st December, 1922. During the year securities have been disposed of chiefly to meet the cost of new tonnage. These sales resulted in a profit on book value of £4,497. 2. 6, as shown in the revenue account. The underwriting account shows an increase of £48,817. 18. 0, as compared with the previous year. This addition is largely due to crediting the account in question with 1/4 insurance premia as explained in previous years. The floating staff pension fund is increased by £4,273. 0. 6. The building reserve account, the balance of which is £18,516. 14. 7, after taking credit for amounts received from underwriters in respect of *S. Choyang* and *Kuanying* and utilising £200,000 to reduce the book value of the fleet. This will enable the Company to reduce the amount which must annually be written off on account of depreciation. The exchange fluctuation account shows a decrease of £11,238. 11. 8, being lost in exchange on dollar assets and liabilities, due to the difference in the rate on 31st December, 1922 and 1921.

I do not think there is anything more in the accounts to be commented upon, but before proposing their adoption, I wish to express the Company's thanks for, and appreciation of the good service of the staff throughout the year, both afloat and on shore, and their willing and valuable assistance in dealing with the difficult situations which in the course of the Company's operations develop from time to time.

I have now to propose the following resolutions:

"That the report and statement of accounts as presented be adopted and that a dividend of 6% per share on the cumulative preferred ordinary shares be paid, also that the amount of £2,167. 6. 7, be carried forward to next year. The dividend on the shares on the Hongkong register to be paid at exchange of 4/4. As soon as this has been ascertained I shall be glad to answer to the best of my ability any questions which shareholders may wish to ask."

The motion was seconded by Mr. A. B. Stewart and carried unanimously.

On the motion of Mr. A. H. Cornpton, seconded by Mr. Ho Leung, Sir Robert Ho Tung was elected a Director on the Board of Directors. Messrs. A. B. Lowe, and J. Fleming of Messrs. Lowndes, Ingham and Matthews were re-elected and on the motion of Mr. A. Murdoch, seconded by Mr. S. B. C. Hornell, this was all the business before the meeting.

HONGKONG LAND INVESTMENT AND AGENCY CO.

An extraordinary general meeting of the Hongkong Land Investment and Agency Company was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., yesterday morning, Mr. D. G. M. Barnard presiding. There were also present: Mr. Robert, Mr. A. H. Cornpton, Mr. J. S. Greenhill, (Secretary), and the following shareholders:—Messrs. A. B. Stewart, G. W. Barton, A. A. Alves, J. T. Bassam, H. A. Rodgers, F. Sadick, C. F. Carvalho, A. A. Gutierrez and Lee Ping Seem.

The CHAIRMAN said:—Gentlemen,—This meeting has been called, as indicated in the notice which the Secretary has just read, for the purpose of confirming, if thought fit, as special resolutions the resolutions which were passed as extraordinary resolutions at the extraordinary general meeting held on the 25th day of May, 1923. Those resolutions, as you will remember, concerned the division of shares, and increase of capital. You will recollect that at the extraordinary general meeting in question, your Directors the reasons which actuated your resolutions in bringing forward the resolutions referred to, and I do not think it necessary to deal further therewith now, except to remark that at the extraordinary general meeting in question the two resolutions referred to were unanimously passed as extraordinary resolutions, and that in order to comply with the provisions of the Hongkong Companies Ordinances it is necessary that such resolutions shall be confirmed as special resolutions, and I accordingly beg to propose the confirmation as a special resolution of the first of the said two resolutions, viz:—

1. That each of the existing 50,000 fully paid up shares of £100 each constituting the Company's present capital of £5,000,000 be divided into four fully paid up shares of £25 each so as to make such capital £5,000,000, consisting of 200,000 fully paid up shares of £25 each.

I shall be much obliged if some shareholders will kindly second that.

The motion was seconded by Mr. G. W. Barton and carried unanimously.

The CHAIRMAN: I now beg to propose the confirmation as a special resolution of the second of the said resolutions, viz:—

2. That after the division aforesaid, the capital of the Company be increased from £5,000,000 consisting of aforesaid, to £10,000,000 divided into 400,000 shares of £25 each by the creation of 200,000 new shares of £25 each, 40,000 of such new shares to be issued and allotted in accordance with Clause 8 of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate, Limited, duly approved at an Extraordinary General Meeting of the Company held on Thursday, 23rd day of May, 1923, and the balance thereof to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

I shall be much obliged if some shareholder will kindly second that."

Mr. A. B. Stewart seconded the motion and it was carried.

This was all the business before the meeting.

THE RED ARMY. ITS STRENGTH AND ARMAMENT.

CAVALRY AND AIR DEVELOPMENT.

The correspondent of the *Daily Mail* lately in Moscow, writing from Warsaw says:—

There is a good deal of vague impressionist writing about the Red Army, and as being an officer myself, I will give the hard facts about this mysterious organisation. At the beginning of 1923, the strength of the Army had fallen from 950,000 to 800,000; 100,000 belonged to non-regular formations. There are 280,000 men in the infantry, 60,000 in the cavalry, 70,000 in the technical units, and 30,000 in the Navy. The non-regular formations are occupied as follows: The Cheka frontier units contain 50,000 men, and its internal units 60,000. The return of arms is as follows: Rifles, 2,000,000; machine-guns, 14,500; light machine-guns, 6,700; cannon, 3,600; shells, over 3,000,000; small arms and munitions, one billion.

By an order of January 26th last the war establishment of a division consists of a total reckoned strength of 15,000 and 6,500 horses, comprising 3 infantry regiments, 3 squadrons of cavalry, 3 batteries of solid artillery, 3 howitzer batteries, and all the usual details—sappers, engineers, munition column, etc.

There are 23 aeroplane factories, but only five are now working—two in Moscow, one in Petrograd, one in Pskov, and one in Odesa. The two factories in Moscow and the factory in Petrograd turn out, roughly, a dozen Duxes and Salomon motors, and the Dux factory produces half a dozen Hispanosizas motors monthly. The development of aviation, which is in the hands of a committee of three with Trotsky at the head, expected to have 10,000 aeroplanes in 1924 with the corresponding personnel.

AIR POWER.

While I was in Russia, the Reds got many cargoes of aeroplanes from Italy, England, and Germany, via Constantinople, and from Prussia to Petrograd. They bought 100 from the Ansaldo factory at Turin last year, but they have probably not got more than 200 reliable planes owing to breakdowns and repairing difficulties. Development is hampered by lack of technical knowledge and fuel. Alcohol mixed with petrol is used instead of pure petrol.

There are four schools for pilots, the best of which is at Moscow.

Probably 50 Germans are employed, including those in the service, between Berlin and Königsberg, and most of the pilots are officer-pilots of the old Russian Army.

Realising the necessity of producing officers from the working classes, the Bolsheviks have established many military schools. They are more numerous and better equipped than similar schools in America and England, beginning with the General Staff Academy at Moscow, the Arts and Engineering Academy at Petrograd, and embracing special schools for infantry, cavalry, signals, etc.

There are but 30 in all of these establishments, but the student revolt, against Marxists, dogmatism and have a professional contempt for commissars generally, who, ignorant of military affairs, are often cowardly.

COMMUNIST ARMY.

This source of danger for Communism is also to be found in the civil universities, where the sons of workmen, if they are really able and industrious, inevitably reject Marxism and develop all the characteristics of a proud, and victorious class. Hence there have been wholesale expulsions secretly from the universities and arrests of military students.

The idiosyncrasy of the Bolshevik system was proved to me by one of the professors who showed me a lecture on mathematics which he was obliged to submit to an ignorant member.

Nonetheless, in every military school there is a commissar for political training of troops alongside the officer for technical training. The Bolsheviks believe that in this way they will form a Communist army, but in my opinion their task is hopeless.

Military discipline is severe and officers have regained all their pre-war military smartness.

There has been no large movement of troops recently, in spite of a lot of bluff and wild speeches by Trotsky, and false reports of concentration, purposely set afoot by Bolsheviks to puzzle and alarm.

CAVALRY STRENGTH.

The last thing the Reds want is war. The Russians are really reducing their Army to 600,000, owing to economic causes, but the fighting efficiency will be increased. The reduction was due to a conference of military commanders held at Moscow last May. The conference worked out a remarkably simple and efficient scheme of reorganisation, which facilitates plans for mobilisation, reduces administrative machinery, increases the proportion of artillery to machine-guns, and purifies the corrupt supply service. The reorganisation, which is being rushed through, shows much energy and ability, and greatly increases the Army's efficiency.

The Red Army is devoting much attention to the cavalry, being convinced that cavalry will play a great role in the next war with Poland.

The cavalry is the most efficient part of the Army, and the superiority has recently been increased by changes enhancing fire and mobility by the reduction of impediments and the increase of machine-guns. The old cavalry division had 96 heavy machine-guns and no light ones; the new has 96 heavy and 60 light guns.

There was a similar doubling of machine-guns in the infantry regiments.

THE MIGHTY ATOM.

NEARING A GREAT DISCOVERY.

Sir Oliver Lodge, formerly opening the research laboratories at Sheffield University, said we were discovering that we were living in an electrical universe. Electricity had turned out to be a cosmic force. The atoms of matter were composed of electrical particles.

There was now growing up an astronomy of the atom. When we could catch the prodigious intrinsic energy of the atom we should have a force which would give us far more power than we needed.

It had been suggested that if we discovered how to get at the energy in the atom prematurely we might do a great deal of damage. "We do not know how to tap it," he added, "but we are getting either helpfully or dangerously near it according to how you choose to regard the matter."

BAROGRAPHS

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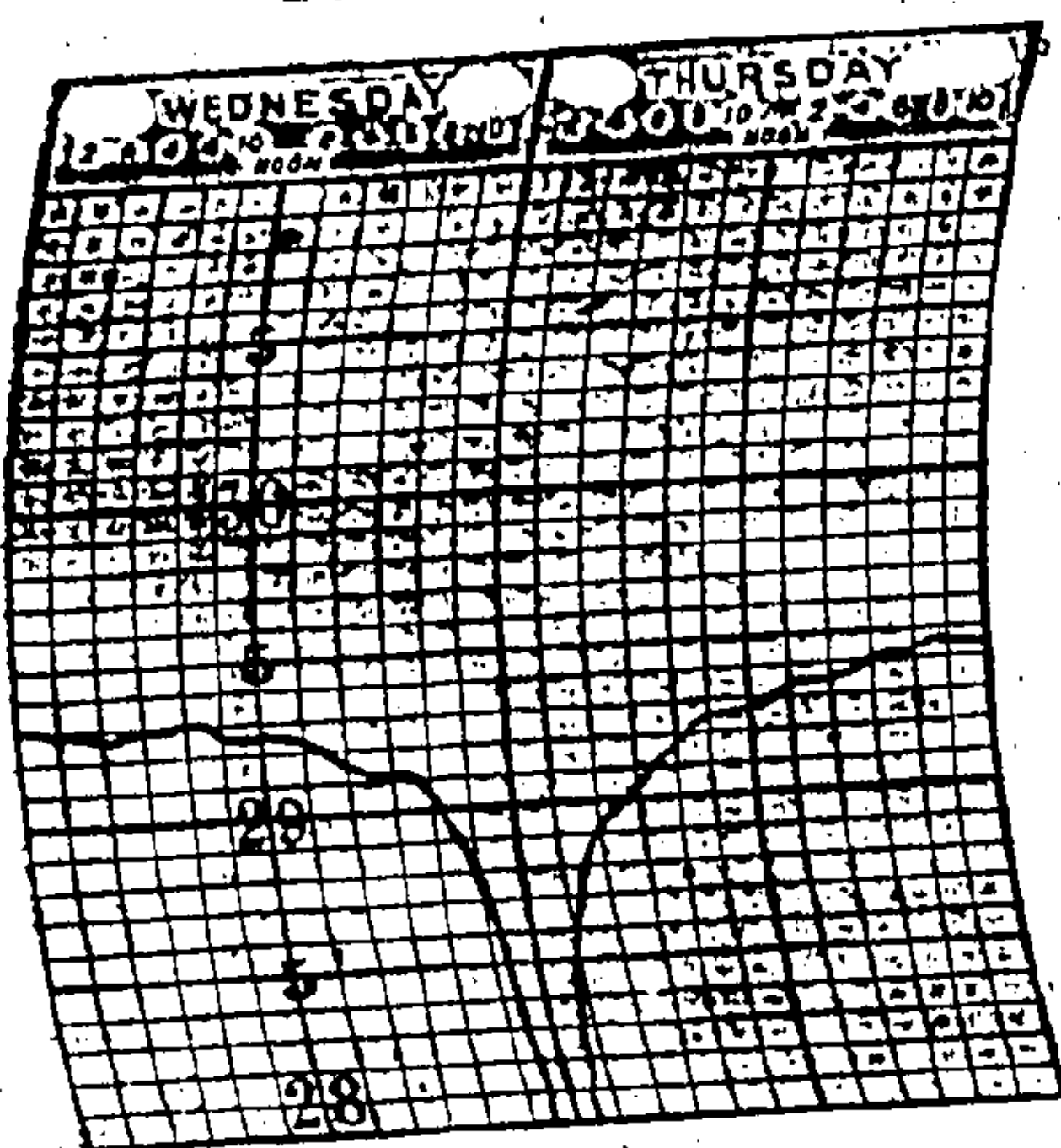


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THE BULL-DOG MAN.

FEET, HANDS AND HEAD.

Professor Sir Arthur Keith, continuing his series of lectures on the mechanism of evolution at the Royal Institution, drew a striking parallel between the methods of Nature and those of the fashionable dress-maker.

In the fashion world, he said, it was a commonplace that special attention should be given to shoes, gloves, and hats. Nature had taken up the same attitude. Man's most distinctive features lay in head, feet, and hands, and the same was true of animals. In pigeons, for example, if the beak was short and snub the feet were small, but if the beak was long and strong the same was the case with the feet and toes.

So with bull-dogs. They had snub faces, short legs, and small feet. Dachshunds, on the other hand, had the legs and the feet of the bulldog, but the face of the ordinary dog. In this respect men were similar, and it was quite possible to recognise, owing to misdirection of growth, men of the bull-dog type as it was also possible to recognise men of the dachshund type who had small, stubby hands and feet, but normal faces. The Mongolian races were typical of bull-dogs, and it was interesting to note that the mechanism of these changes were obscure, it seemed clear that they were due to lapses on the part of the organism controlling growth.

THE TRAGEDY OF GIANTS.

Men and women were occasionally affected with acromegaly, and owing to the excessive development of the pituitary gland grew hands, feet, and faces out of all proportion to their stature. The pituitary gland acted just like alcohol or strychnine. In small doses these drugs acted as tonics, but in large doses as poisons. So with the pituitary gland. Its action was normally beneficial, and gave to the race its most valuable characteristics. But occasionally its action was erratic, with disastrous results.

THE WHITE-SKINNED EUROPEAN.

Hunter had shown that one of the latest of human acquisitions had been the fair skin. In black races and white alike there was a period when the skin was free from colour. The fair womanhood, and the flaxen hair of babyhood usually darkened in childhood. If the pituitary glands became damaged by disease it was not unusual for the skin of the sufferer to assume a bronze colour.

The development of the foot possessed special interest. In the anthropoid at the third month the great toe broke away from the others, but in the human embryo, there was no such separation.

THE WORTH OF BRAIN.

There was no more striking fact concerning the evolution of the human body than the fact that while man possessed an unique power of using his larynx and tongue for speech and the muscles of his face for all shades of expression, yet these muscles were just those found in the highest apes, slightly differentiated, but with no new element introduced. Man's pre-eminence was due solely to the rise and overwhelming growth of his brain. The Huxley-Owen controversy as to whether man's brain was built on the lines of that of the chimpanzee had long ago been answered in the affirmative, but it remained to be discovered how it was that man's brain had so far outstripped those of the ape.

What was known was that by the sixth month the controlling portions of the brain were already expanded so as to overshadow all primitive parts. These elements consisted of billions of microscopic living units, which had a marvellous power of arranging themselves. The power that young nerve and muscle units possessed in this respect was no more and no less wonderful than the faculty of the wandering white blood corpuscles that could find out when a piece of scavenging work needed their attention.

The task in front of those studying the machinery of development was a long one. They had to investigate the habits of the various units of the embryonic body with the same attention as that given to the nature and ways of live animals. It would eventually be known, however, how man came by these peculiar properties of his brain and mind when such studies had been completed.

£10,000 A-MONTH GIRL.

BERLIN DOLLAR PRINCESS FRAUD.

A pretty girl with plenty of money and immensely rich parents in the Argentine is a prize which many a Berliner would like to secure. Therefore, Margarete Ebhardt, who is certainly pretty and undoubtedly stated that she had an allowance of £10,000 a month had dozens of marriage offers, says a Berlin correspondent.

Her serious character was one of her attractions. She was, she explained, so anxious to help others less fortunate than herself that she had come to Berlin to study medicine.

Owing, perhaps, to the occupation of the Ruhr, her monthly allowance from the Argentine did not always arrive in time, and naturally she found, one or other of the men who were after the £10,000 a month only too ready to throw a spear to catch a whale and land her half a million or so of marks.

That Margarete disappeared and her suitors appealed to the police. They traced her, and explained to the disappointed suitors that she was a servant who formerly had a situation in a Berlin suburb. It is not surprising that she found it more amusing to be a dollar princess than a maid-of-all-work at £1 a year and all found.

ROBES FOR ARCHITECTS.

At a crowded general meeting of the Royal Institute of British Architects on April 30th, members decided by a large majority to adopt a hood and gown for use on ceremonial occasions. The promoters of the scheme hold that those who strive to be or are masters of a real and living art are as entitled to wear an academic dress as those who hold a university degree which carries with it what is really only a courtesy title.

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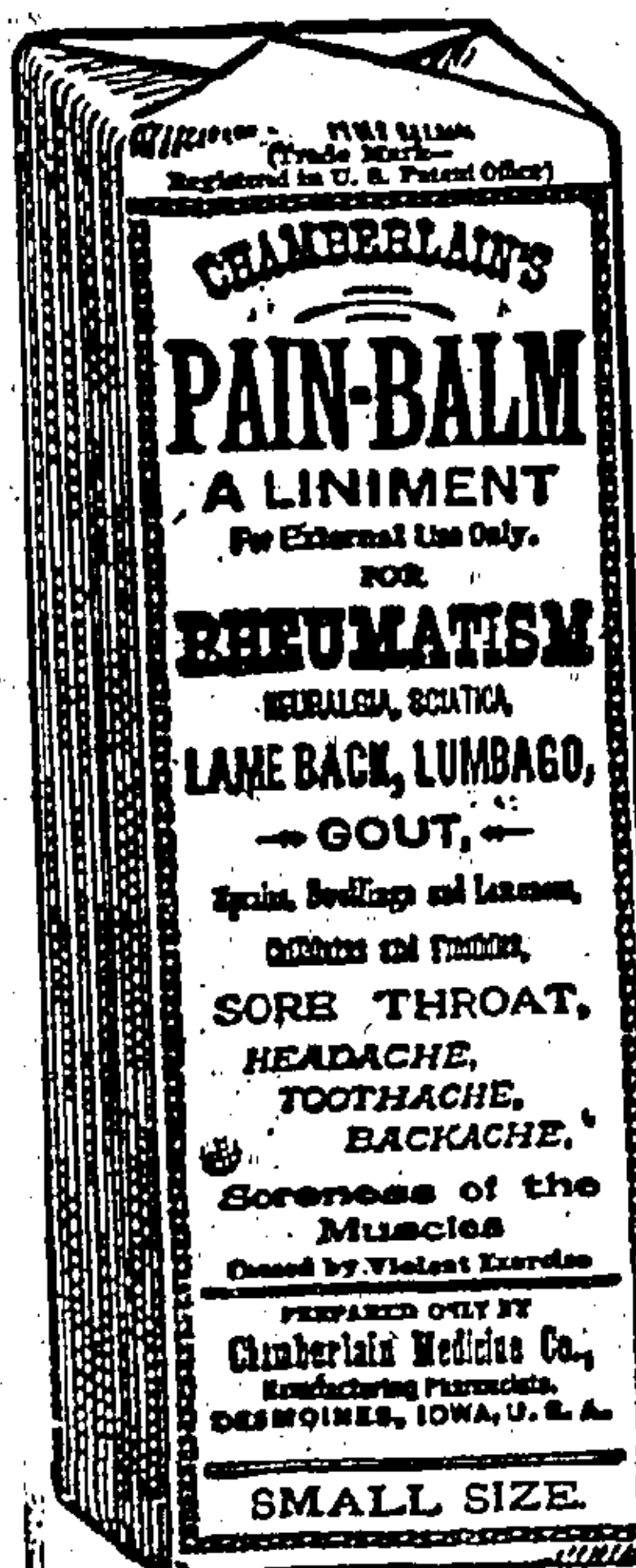
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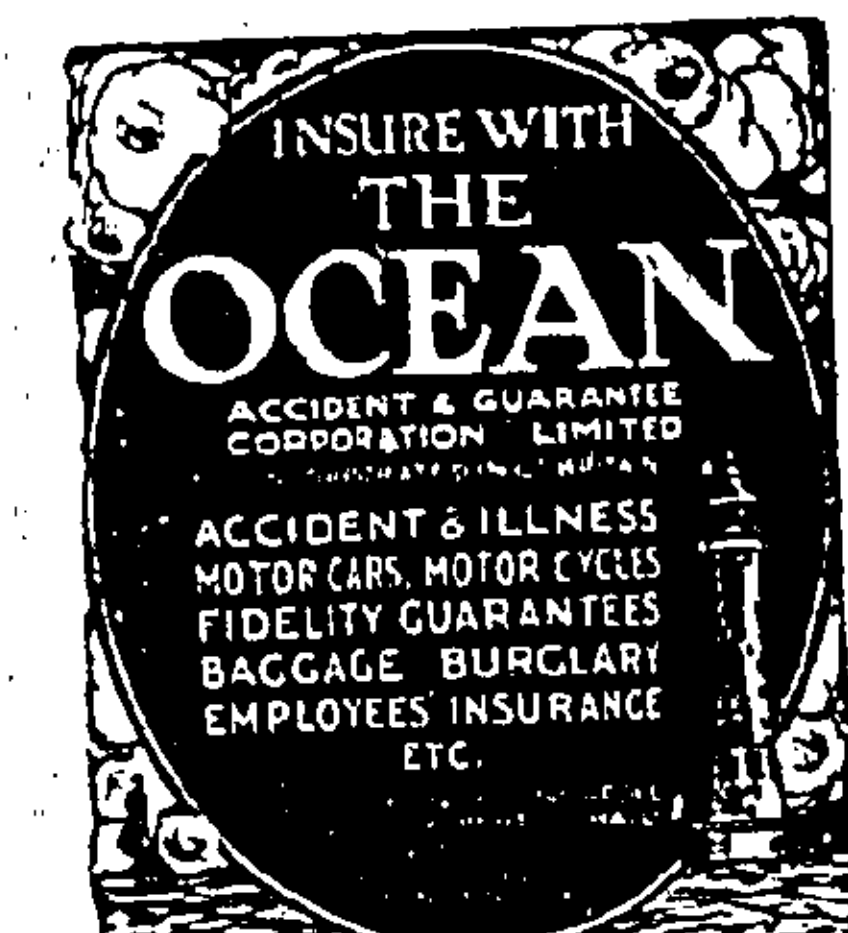
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TJIKEMBANG	Shanghai	17th June	20th June	Batavia
TJIBODAS	Java	21st June	24th June	Batavia via Banca & Billiton
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M.S. "Bolivia"	25th July	31st August
M.S. "Australien"	25th July	30th September
M.S. "Java"	25th August	10th October
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M.S. "Chile"	10th October	

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CRIME IN HONGKONG.

(Continued from page 2.)
POLICE SUPERINTENDENT'S
REPORT FOR 1922.

From the report of the Captain Superintendent of Police for the year 1922, we take the following extracts:—
The total of all cases reported to the Police during the year 1922 was 13,630 as against 12,242 in 1921 being an increase of 1,387 or 11.34 per cent. The average for the last five years is 11,416.8.
In the division of these cases into serious and minor offences there appears an increase as compared with 1921 of 130 cases or 3.15 per cent. in the former and an increase of 1,387 cases or 19.32 per cent. in the latter.

The increase and decrease as compared with 1921 in serious offences are shown as follows:—

	1922	1921
Murder	10	10
Robbery	127	127
Burglary and larceny from dwellings	132	132
Kidnapping	3	3
Piracy	3	3
Unlawful Possession	42	42
Other Felonies	17	17
Total	355	355

Decrease.

	1922	1921
Offences against Ordinance for Protection of Women and Children	35	35
Larcenies	190	190
Total	225	225

Nett Increase

Nett Increase	130
---------------	-----

MURDER.

Thirty-five murders were reported to the Police during the year as against 25 in 1921.

In connection with 27 of these reports no arrest was made and in the remaining 8 cases arrests were made. There were 4 cases in which convictions were obtained (6 persons of whom 5 were convicted and 1 discharged). In 4 cases there was no conviction (7 persons).

MANSLAUGHTER.

Nine manslaughter cases were reported to the Police during the year as against 2 in 1921.

In 2 cases no arrest was made: in the remaining 7 cases arrests were made. In 2 cases convictions were obtained (5 persons of whom 2 were convicted and 3 discharged). In 5 cases there was no conviction (7 persons).

ROBBERIES.

One hundred and twenty-one gang robberies were reported to the Police during the year as against 56 in 1921.

In 100 cases no arrest was made, in the remaining 21 cases arrests were made. In 11 cases convictions were obtained (29 persons of whom 21 were convicted and 8 discharged). In 4 cases there was no conviction (7 persons).

STREET AND HIGHWAY ROBBERIES.

Eighty-seven street and highway robberies were reported to the Police during the year as against 27 in 1921.

In 74 cases no arrest was made; in the remaining 13 cases arrests were made. In 10 cases convictions were obtained (15 persons of whom 12 were convicted and 3 discharged). In 3 cases there was no conviction (6 persons).

ROBBERIES ON BOATS AND JUNKS.

Eleven cases of robbery on boats and junks were reported to the Police during the year as against 10 in 1921.

In 8 cases no arrest was made; in the remaining 3 cases arrests were made. In all of these three cases convictions were obtained (6 persons all of whom were convicted).

ROBBERIES WITH VIOLENCE.

Twenty-three cases of robbery with violence were reported to the Police during the year as against 22 in 1921.

In 21 cases, no arrest was made; in the remaining 2 cases arrests were made. In one of these two cases a conviction was obtained (one person). In the other case, there was no conviction (2 persons).

OTHER FELONIES.

Under this heading are comprised the following:—

	1922	1921
Cutting and wounding	29	32
Demanding money or goods with menaces	27	11
Embezzlement	53	51
Forgery	19	26
House-breaking	57	48
Receiving stolen property	40	56
Child stealing	5	5
Indecent assault	2	3
Rape	1	1
Throwing corrosive fluid	2	2
Arson or attempted arson	4	7
Shooting with intent to kill	10	2
Wounding with intent to murder	1	1
Attempting to murder	1	1
Administering poison with intent to murder	1	1
Wounding and causing grievous bodily harm	1	3
Abominable Offence	1	1
Act of gross indecency	9	1
Accessory after the fact of murder	1	1
Accessory before the fact to kidnapping	1	1
Forging valuable securities	1	2
Uttering forged bank notes	2	4
Falsification of accounts	1	1
Aiding and abetting in an armed robbery	1	1
Having carnal knowledge of a girl	1	1
Being in possession of coin-operated machinery	1	1
Gas Breaking	1	1
Detaining person to procure a ransom	1	1
Being in possession of explosive substance	1	1
Total	268	258

The number of cases in which convictions were obtained was 105 as against 103 in 1921.

GAMBLING.

One hundred and twenty gambling warrants were executed during the year as against 157 in 1921. There were 6 cases in which no conviction was obtained. Fourteen were lottery cases, compared with 32 in 1921.

PROPERTY REPORTED STOLEN AND PROPERTY RECOVERED.

The estimated value of property stolen during the year was \$32,674.44 as against \$37,631.78 in 1921, an increase of \$506,142.70.
The average for the last five years is \$102,558.81 an increase on the average reported in 1921 of \$118,700.46.
The value of property recovered during the year was \$1,099.81 as against \$31,384.99 in 1921, an increase over property recovered in the previous year of \$10,713.92.

LOST PROPERTY.

Articles reported lost numbered 353, total value \$34,363.23.
Articles recovered and articles found which were not reported lost numbered 95 valued at \$3,569.31.

PIRACY PREVENTION.

Number of searches employed under the Prevention of Piracy Ordinance 1914:—
European Sergeants 5
Chinese Constables 30
Female Searchers 1
Chinese Searchers (private) 1
Number of Guards employed up to 31st December, 1922:—
Staff:—One European Sergeant in charge.
One European Lance-Sergeant (from November, 1922).
One Indian Sergeant-Major.

1922. 1921.

Steamer guards (Indian) 284

Steam launch guards (Chinese) 29

Shore guards (Indian) 273

Shore guards (Chinese) 24

Total of guards employed 603. 496

Number of vessels which entered into bond up to 31st December, 1922:—

1922. 1921.

Steamers 223

Steam launches 27

Total 250

241

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MANILA
KORE via SHANGHAI
TIENHSIN
NEWCHWANG via SWATOW
BANGKOK via SWATOW
STRAITS & CALCUTTA
TRINGTAU via SWATOW
SHANGHAI via SWATOW
SHANGHAI via SWATOW
KORE via MOJI
SHANGHAI via SWATOW
STRAITS & CALCUTTA
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SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai; sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when intermediate calls are made.

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"GLENNIE"	30th July	"GLENNIE"	22nd August	Genoa, London, Rotterdam and Hamburg.

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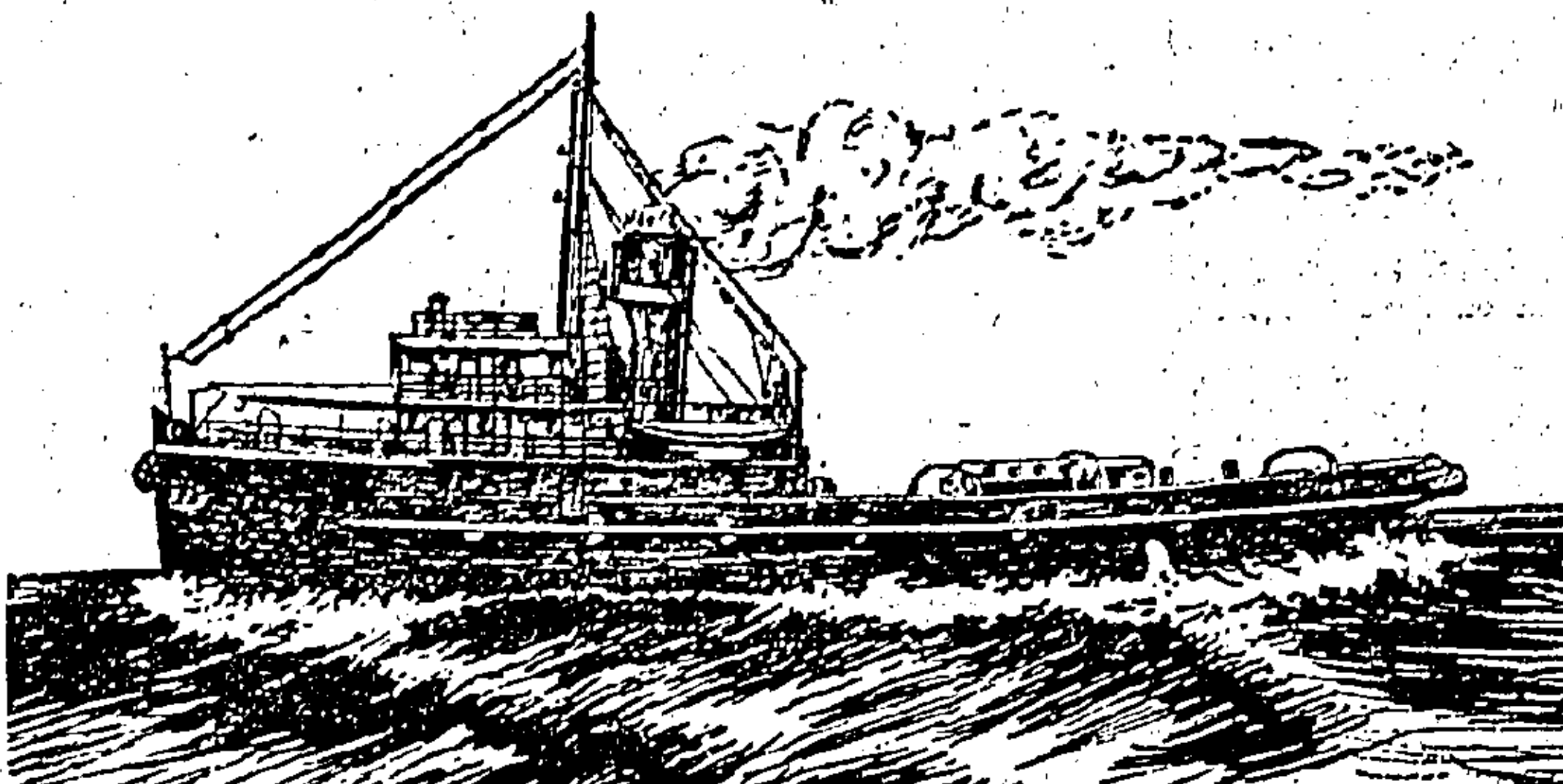
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SHIPPING NEWS

ARRIVALS.

June 15th.

Anakusa Maru, Japanese str., 2,350 tons, Capt. K. Fukue, from Swatow, with a general cargo.—O.S.K.

Formosa, Swedish str., 4,320 tons, Capt. W. E. Alon, from Singapore, with a general cargo.—Swedish Trading Co.

Janet, British str., 4,284 tons, Capt. P. H. Beeching, from Amoy, with a general cargo.—Mackinnon, Mackenzie & Co.

Kirishima Maru, Japanese str., 715 tons, Capt. S. Kimura, from Keelung, with coal.—Suzuki & Co.

Yoshino Maru, Japanese str., 3,374 tons, Capt. C. Shirai, from Melbourne via Manila, with a general cargo.—N.Y.K.

June 14th.

Reinland, German str., 3,587 tons, Capt. H. Beckhorn, from Shanghai, with a general cargo.—Arnhold Bros.

Footie, Chinese str., 859 tons, Capt. K. Ichi, from Bangkok, with a general cargo.—Lee Bing Kee.

Hop Sang, British str., 1,356 tons, Capt. Campbell, from Shanghai, with a general cargo.—J.M. & Co.

Kinze, Chinese str., 1,545 tons, Capt. J. V. Harding, from Singapore, with a general cargo.—B. & S.

Shanting, British str., 1,545 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo.—B. & S.

Taihu, Chinese str., 1,210 tons, Capt. W. P. Johnson, from Shanghai and Amoy, with a general cargo.—C.M.S.N. & Co.

Van Overstraten, Dutch str., 2,850 tons, Capt. H. O. Bron, from Singapore, with a general cargo.—J.C.J.L.

West Ivan, American str., 3,460 tons, Capt. Agnew, from Shanghai, with a general cargo.—Struthers & Barry.

Wo Sang, British str., 1,127 tons, Capt. T. S. King, from Shanghai, with a general cargo.—J.M. & Co.

Yu Sang, British str., 1,122 tons, Capt. W. F. Hook, from Swatow, with a general cargo.—B. & S.

CLEARANCES.

June 14th.

Childer, for Bangkok.

Ermland, for Manila.

Fukushima Maru, for Canton.

Gyngon, for Manila.

Hydroneur, for Swatow.

Kawong, for Shanghai.

Lee Sang, for Hoihow.

New Mahalia, for Haiphong.

Nishin Maru, for Saigon.

Shanting, for Canton.

Telemachus, for Saigon.

Sauu Maru, for Hoihow.

Sieitan, for Singapore.

Taihu Maru, for Swatow.

Wo Sang, for Canton.

Yoshino Maru, for Nagasaki.

PASSENGERS.

DEPARTURES.

Per s.s. *Empress of Russia*, on June 14th.—Rev. J. C. Adams, Mrs. A. Arinana, Mr. and Mrs. C. E. Bacon, Mr. P. Beldingfeld, Mr. D. G. Bruce, Mrs. Allan Cameron, Mr. D. J. Cuthill, Mrs. P. Davis, Mr. G. G. Hoppeler, Miss N. E. Jones, Mr. and Mrs. R. E. Kepp, Mr. R. P. Kerr, Mrs. M. C. Logan, Miss A. MacAuley, Mr. V. V. McGilver, Mr. J. J. McLevey, Mr. and Mrs. E. V. D. Parr, Mr. J. R. Redfern, Mr. C. E. Rice, Mr. J. Robinson, Mr. W. E. L. Shenton, Lady Stables, Mr. P. Boscut, Mr. A. Canot, Miss G. Chandlers, Miss I. Clarke, Miss Clegg, Mr. M. N. Crittal, Mr. and Mrs. F. H. Crittal, Mr. H. E. Dougherty, Mr. W. W. Fair, Miss E. A. Frost, Miss W. S. Gai, Mr. F. C. Hagwood, Mr. D. Harding, Miss A. B. Howard, Mr. D. Kable, Mr. J. H. Lee, Col. A. Meyer, Miss W. Lee, Mr. H. Rodman, Mr. G. T. O'Neill, Mr. L. Rodman, Mr. F. W. Sander, Mr. B. and Mrs. Slesor, Miss M. Slesor, Mr. C. E. Sparke, Mr. J. H. Taggart, Mrs. C. S. Upson, Mr. S. S. Woodworth, etc.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Kaguchi Maru* (South American line) left Moji for Hongkong on June 13th, and is expected here on June 18th.

The s.s. *Adriatic* (Blue Funnel) for London, Rotterdam and Hamburg, left Shanghai on June 13th, and is due here on June 18th. Vessel will be despatched on June 18th, at 3 p.m.

The s.s. *Perth* (Blue Funnel) left Port Said on June 10th for London, Hull, Rotterdam and Hamburg.

The B.M.S. *Empress of Australia* arrived at Yokohama on June 13th, at 8 p.m.

The M.M. s.s. *Portus* from Marseilles, arrived at Saigon on June 14th, sailing thence on June 16th, and is expected at Hongkong on June 19th.

VESSELS EXPECTED.

Angkor (M.M.), due July 2nd.

Autolycus (Blue Funnel), due July 4th.

Bendapur (Ben Line), due June 17th.

Bennet (Ben Line), due June 19th.

Bertram (Ben Line), due June 19th.

Delagoa Maru (N.Y.K.), due to-day.

Empress of Australia, due June 20th.

Hakodate Maru (N.Y.K.), due June 27th.

Helena (Blue Funnel), due June 22nd.

Hyson (Blue Funnel), due August 1st.

WEATHER REPORT.

June 14th at 1810.—Warning to Hongkong, Coast Ports, &c.—Depression of typhoon intensity within 120 miles of Lat. 7 deg. N. Long. 141 deg. E., moving West.

June 14th at 1000.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 150 miles of Lat. 7 deg. N. Long. 136 deg. E., moving West.

June 14th at 1150.—Pressure has increased slightly at all reporting stations.

The depression over S.W. China is farther South this morning.

The typhoon continues to move westward. It was approaching the Pelow Islands this morning.

The Looe typhoon has filled up. Hongkong rainfall for the 24 hours ending at 10 a.m. 14th June, 4.04 inches. Total since January 1st, 23.2 inches, against an average of 38.46 inches.

The forecast for the 24 hours ending at noon, 15th June, is as follows:—

Forecast: Hongkong to Gap Rock S.E. winds, moderate; overcast, rain.

Formosa Channel N.E. winds, moderate. South coast of China between E. winds, Hongkong and Lamcocks moderate.

South coast of China between Hongkong and Haikow The same as Hongkong and Lamcocks.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 14th.

Barometer 29.52 29.57 29.70

Temperature 77 78 79

Humidity 82 87 84

Wind Direction N.E. E E

Force 1 3 1

Weather Partly cloudy

Rain 1.83 0.00 4.81

Highest open-air temperature on 13th 81

Lowest open-air temperature on 14th 75

HONGKONG TIDE TABLE

From June 15th to 21st, 1923.

High Water Low Water

Days of Week

Day of Month

H'kong Standard Time

Height

H'kong Standard Time

Height

Days of Week

Day of Month

H'kong Standard Time

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE SHIPPED
NEW YORK & PANAMA	Genoa Maru	Jap.	Nippon Yusen Kaisha	On beginning July
NEW YORK & BOSTON	Gaelic Prince	Brit.	Princes Line	About 21st June
BOSTON & NEW YORK via SUEZ	City of Pittsburgh	Brit.	The Bank Line, Limited	On 15th June
SAN FRANCISCO, &c.	Jaoux	Brit.	Struthers & Barry	On 23rd June
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	About 12th July
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 25th June
VICTORIA, SEATTLE & VANCOUVER	Arizona Maru	Jap.	Osaka Shosen Kaisha	On 14th July
VICTORIA, SEATTLE & VANCOUVER	Philomena	Brit.	Butterfield & Swire	On 3rd July
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Australia	Brit.	Canadian Pacific O.S. Ltd.	On 27th June
BOMBAY, MANZIL, LONDON & ANTWERP	Angers	Brit.	P. & O. E. L. & A. L.	On 25th June
MARSEILLES, &c.	Chili	Brit.	Messageries Maritimes	On 9th July
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Portos	Brit.	Messageries Maritimes	On 23rd July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 20th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	City of Corinth	Brit.	The Bank Line, Ltd.	On 30th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	Phoenix	Brit.	Butterfield & Swire	On 20th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	Alba Maru	Jap.	Osaka Shosen Kaisha	On 14th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Glanapp	Brit.	Jardine, Matheson & Co., Ltd.	On 1st July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Olderik	Brit.	Butterfield & Swire	On 12th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Emil Kirdorf	Brit.	Renter Bechtelmann & Co.	About 27th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	C. Magas	Brit.	Messageries Maritimes	About mid. July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Lt. de Missieu	Brit.	Messageries Maritimes	On 27th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Laiang	Jap.	Nippon Yusen Kaisha	On 20th June, 3 p.m.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Jeppone	Brit.	P. & O. E. L. & A. L.	On 18th June, 4 p.m.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Vincent	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd June
MARSEILLES, LONDON, ANTWERP & HAMBURG	Chinthe	Brit.	Butterfield & Swire	On 4th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Saia Maru	Jap.	Yamashita Kisen Kaisha	About 18th June, 11 a.m.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About 28th June, Noon
MARSEILLES, LONDON, ANTWERP & HAMBURG	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 27th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Tango Maru	Jap.	Nippon Yusen Kaisha	On 7th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Ararua	Brit.	Butterfield & Swire	On 19th June, Noon
MARSEILLES, LONDON, ANTWERP & HAMBURG	Changsha	Brit.	Jardine, Matheson & Co., Ltd.	On 17th June, D.L.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Koehing	Jap.	Nippon Yusen Kaisha	On 17th June, D.L.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Kashima Maru	Jap.	P. & O. E. L. & A. L.	About beginning of Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Marwa	Brit.	Butterfield & Swire	On 1st July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Shantung	Brit.	Butterfield & Swire	On 1st July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Duchessa D'Aosta	Ital.	Dodwell & Co., Ltd.	On 19th June, Noon
MARSEILLES, LONDON, ANTWERP & HAMBURG	Tijlbeest	Dut.	Jardine, Matheson & Co., Ltd.	About 28th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	Argun Maru	Jap.	Osaka Shosen Kaisha	On 7th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 19th June, Noon
MARSEILLES, LONDON, ANTWERP & HAMBURG	Tikemhang	Dut.	Jardine, Matheson & Co., Ltd.	On 19th June, Noon
MARSEILLES, LONDON, ANTWERP & HAMBURG	Malay Maru	Jap.	Osaka Shosen Kaisha	On 19th June, Noon
MARSEILLES, LONDON, ANTWERP & HAMBURG	Hopang	Brit.	Butterfield & Swire	On 19th June, Noon
MARSEILLES, LONDON, ANTWERP & HAMBURG	Kwangchow	Brit.	Butterfield & Swire	On 19th June, Noon
MARSEILLES, LONDON, ANTWERP & HAMBURG	Hsiching	Brit.	Douglas Laiprak & Co.	On 19th June, 1 p.m.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Feihong	Brit.	Douglas Laiprak & Co.	On 19th June, 1 p.m.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Yuenang	Brit.	Jardine, Matheson & Co., Ltd.	On 29th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	West Sequana	Am.	Struthers & Barry	On 29th June

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YOKOHAMA MARU (calling Keelung) ... Monday, 25th June.

KAGA MARU ... Tuesday, 24th July.

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KAMO MARU ... Wednesday, 20th June.

KATORI MARU ... Wednesday, 4th July.

HAMBURG via LONDON & ROTTERDAM.

TSUBUGA MARU ... due beginning of July.

LIVERPOOL via MARSEILLES & VALENCIA.

TOTTORI MARU ... due 1st half of July.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 27th June.

YOSHINO MARU ... Wednesday, 18th July.

NEW YORK & BOSTON via PANAMA.

GENOA MARU ... beginning July.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

KAWACHI MARU ... Tuesday, 19th June.

BOMBAY via Singapore and Colombo.

TAMBA MARU ... Wednesday, 27th June.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Friday, 22nd June.

NAGASAKI, KULE & YOKOHAMA.

AKI MARU ... Monday, 18th July.

SHANGHAI, KOBE & YOKOHAMA.

KASHIMA MARU ... Sunday, 17th June.

DELAGOA MARU ... Friday, 18th June, 4 p.m.

SADU MARU ... Friday, 18th June, 5 p.m.

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4. "DIOMED" ... via Suez Canal ... 5th July.

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ANGERS	25th June
CHILLI	9th July
PORTOS ...	18th May	19th June	23rd July
ANGKOR ...	1st June	3rd July	6th Aug.
CHAMBER ...	15th June	17th July	20th Aug.
PAUL LECAT ...	29th June	31st July	3rd Sept.

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Ship	Tonnage	From Hongkong (about)	Destination
"JEYPORE"	5,318	18th June, 4 p.m.	Singapore, Penang, Colombo & Bombay
"DELTA"	8,097	27th June	Bombay, Marseilles, London & Antwerp
"SICILIA"	8,812	28th June	Singapore, Penang, Colombo & Bombay
"MALWA"	10,241	11th July	Bombay, Marseilles, London & Antwerp
"KIDDERPORE"	5,334	15th July	Singapore, Colombo & Bombay
"DEVANHA"	8,094	23rd July	Marseilles, London & Antwerp
"BOUDAN"	8,886	30th July	Singapore, Penang, Colombo & Bombay
"KHIVA"	8,017	8th Aug.	Bombay, Marseilles, London & Antwerp
"KASHMIR"	8,841	22nd Aug.	Marseilles, London & Antwerp
"SICILIA"	8,812	24th Aug.	Singapore, Penang, Colombo & Bombay
"MACEDONIA"	10,512	7th Sept.	Bombay, Marseilles, London & Antwerp
"DONGOLA"	8,058	21st Sept.	Marseilles, London & Antwerp
"MANTUA"	10,902	5th Oct.	Bombay, Marseilles, London & Antwerp
"FARMAIA"	9,093	18th Oct.	Marseilles, London & Antwerp

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"SICILIA" ... 8,812 ... 18th June, Noon ... do.
"COLCANDA" ... 5,318 ... 17th June ... do.
"TANDA" ... 7,000 ... 19th June ... Japan via Amoy.

All dates are approximate and subject to alteration without notice.

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* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
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S.S. "ROMAN PRINCE" ... on or about 1st July, 1923.

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[21]

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"BURMA MARU" ... Friday, 6th July
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"BUSHO MARU" ... Monday, 2nd July
CALCUTTA—Monthly Service via Singapore and Rangoon.
"MALAY MARU" ... Saturday, 7th July
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"HAMBURG MARU" ... Saturday, 7th July
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"KAJO MARU" ... Sunday, 24th June, Noon
TAKAO via SWATOW & AMOY.
"BOBBU MARU" ... Thursday, 21st June, 10 a.m.
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Tel. Central No. 4992

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port.	Steamer	Date of Departure.
SWATOW, AMOY & SHANGHAI	"KIUNGCHOW"	On 15th June, 4 p.m.
CHIEFOO & NEWCHOW	"WUHU"	On 15th June, D.L.
"KAIHONG" & HAIKOW	"CHINHUA"	On 16th June, 11 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 17th June, D.L.
HAIPHONG	"TIENTSIN"	On 17th June, 10 a.m.
SHANGHAI & PUKOW	"KANCHOW"	On 17th June, Noon
SWATOW & SINGAPORE	"KINGYUAN"	On 18th June, 4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 19th June, D.L.
"SWATOW & BANGKOK"	"KWANCHO"	On 19th June, Noon
MANILA	"TAMING"	On 19th June, 4 p.m.
AMOY & SHANGHAI	"SUNNING"	On 21st June, Noon

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S.S. "JACOB" ... 11th June ... Due Hongkong 15th June.
Leave Hongkong 17th June.

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U.S.S. "West Sequana" ... Due Hongkong 26th June.
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[22]

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REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "WHAY CASTLE" ... sailing on or about 10th July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
FUMES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME-L" ... sailing on or about 4th July.
S.S. "DUCHESSA D'AOSTA" ... sailing beginning of August.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 5th July

Passengers Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... sailing on or about 25th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Chengta	15th June
BOMBAY	Sado Maru	15th June
EUROPE via Suez (Letters & Papers)		
London, 17th May, & Parcel, 9th May	Malta	15th June
STRAITS	Sicilia	15th June
STRAITS	Delagoa Maru	16th June
U.S.A., JAPAN & SHANGHAI	Suica Maru	16th June
STRAITS	Pres. Jefferson	16th June
STRAITS	Kashima Maru	16th June
SHANGHAI	Seichun	16th June
SHANGHAI	Jeppore	16th June
SHANGHAI	Yokohama Maru	16th June
JAPAN	Kawachi Maru	16th June
MANILA	Pres. Jackson	16th June
MANILA	Pres. Pierce	16th June

OUTWARD MAILS.

TO	PER	DATE
Haiphong	Campinas	Friday, 15th, 8.00 A.M.
Shanghai	Typhoon	10.31 A.M.
Swatow, Amoy and Foochow	Hochberg	1.30 P.M.
Straits	Sicilia	2.00 P.M.
Manila	Yensong	2.31 P.M.
Swatow and Amoy	Kingchow	2.31 P.M.
Saipon	President	5.00 P.M.
Manila	Philippines	5.00 P.M.
Shanghai	Malta	5.00 P.M.
Pakhoi and Haiphong	Chishua	Saturday, 16th, 9.30 A.M.
Shanghai	Sicilia	10.30 A.M.
Amoy	Van Overstraten	1.00 P.M.
Straits and Calcutta	Shantung	5.00 P.M.
Swatow, Amoy and Foochow	Amakusa Maru	Sunday, 17th, 9.00 A.M.
Manila	Pres. Jefferson	9.00 A.M.
Shanghai and Japan	Kashima Maru	9.00 A.M.
Haiphong	Tientsin	9.00 A.M.
Straits, Egypt & EUROPE via LONDON	Adriatic	Monday, 18th, 2.00 P.M.
due London about 23rd July		
Shanghai, Japan, Canada, U.S.A.	Pres. Jackson	Parcels noon
Central and South America & EUROPE via VICTORIA, B.C.		Registration 5.00 P.M.
due Victoria, B.C. 7th July		Letters 5.00 P.M.
Ships sail 19th inst, 10 a.m.		
Swatow, Amoy and Foochow	Haiphong	Tuesday, 19th, Noon
Shanghai, Japan, Honolulu, Canada, U.S.A.	Pres. Pierce	Parcels 18th, 9.00 P.M.
Central and South America & EUROPE via SAN FRANCISCO		Registration 20th, 1.15 P.M.
due San Francisco, 12th July		Letters 2.00 P.M.
Straits, Ceylon, Manila, India	Kamo Maru	Wednesday, 20th, 8.45 A.M.
via Dhanushkodi, Aden, Egypt		Registration 9.30 A.M.
& EUROPE via MARSEILLES		Letters 9.30 A.M.
due Marseilles, 22nd July		
Straits Egypt & Europe via Marseilles	Phenix	Registration 1.15 P.M.
due Marseilles about 19th July		Letters 2.00 P.M.

Correspondence bearing on only

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

ADRASTUS	18th JUNE	London, Rotterdam & Hamburg
TEIRESIAS	25th JUNE	London, Rotterdam & Dunkirk
"MACHAON"	2nd JULY	London, Rotterdam & Hamburg
"TROILUS"	16th JULY	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

PHENIX	20th JUNE	Genoa, Marseilles, Liverpool & Glasgow
CYCLOPS	1st JULY	Marseilles, Havre, Liverpool & Glasgow
"NINGCHOW"	20th JULY	Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

"PHILOCTETES"	3rd JULY	Victoria, Seattle & Vancouver
"TYNDAREUS"	24th JULY	Victoria, Seattle & Vancouver

NEW YORK SERVICE

"OANFA"	16th JUNE	via Suez
"KEEMUN"	25th JUNE	via Suez

PASSENGER SERVICE

"TEIRESIAS"	25th JUNE	for Singapore & London.
"SARPEDON"	9th JULY	for Shanghai.
"SARPEDON"	7th AUG.	for Singapore, Marseilles & London
"PATROCLOS"	4th SEPT.	for Singapore, Marseilles & London
"MENTOR"	17th SEPT.	for Singapore & London.

FOR FREIGHT, PASSAGE, RATES, AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (Sole Agents for Suez, Ltd.) AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY
CAPITAL ... U.S. \$4,000,000.
HEAD OFFICE—NEW YORKOwned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.
General Banking Business.BRANCHES—
SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR, Manager.

COMMERCIAL OPENING QUOTATIONS.

14th June, 1933.	
On London—	
Telegraphic Transfer	2/3 3/4
Bank Bill on demand	2/3 9/16
Bank Bill at 30 days sight	—
Bank Bill at 4 months sight	2/4 3/16
Credit at 4 months sight	2/4 3/16
Documentary Bill, 4 months sight	2/4 5/16
On Paris—	
Bank Bill on demand	830
Credit, 1 month sight	880
On New York—	
Bank Bill on demand	53 1/2
Credit, 10 days sight	53 1/2
On Bombay—	
Telegraphic Transfer	171
Bank Bill on demand	—
On Calcutta—	
Telegraphic Transfer	171
Bank Bill on demand	—
On Saigon—	
Bank Bill at sight	nom.
Private, 30 days sight	—
On Yokohama—On demand	108
On Manila—On demand	108
On Singapore—On demand	98
On Batavia—On demand	137
On Hongkong—On demand	nom.
On Hankow—On demand	80
Swatow, Amoy & Fuzhou rate	8.49
Gold Leaf 100 fine, per lad.	47.00
Bar Silver, per oz.	31 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorized Capital ... \$50,000,000
Paid-up Capital ... \$30,000,000
Reserve Funds ... \$24,500,000
Sterling ... \$24,500,000
Silver ... \$24,500,000
Reserve Liability of Proprietors \$30,000,000

Court of Directors:
Hon. Mr. A. O. LANE—Chairman.
D. G. M. BARNARD, Esq.—Deputy Chairman.
A. H. COMPTON, Esq. W. L. PATTERSON, Esq.
G. M. DOUGLAS, Esq. J. A. PLUMMER, Esq.
G. T. M. EDKINS, Esq. H. P. WHITE, Esq.

Chief Manager: Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—H. C. HARRISON, Esq.
Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY AND FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 14th June 1933. [27]

HONGKONG SAVINGS BANK.

THE business of this Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed in the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

Hongkong, 14th November, 1932. [28]

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.Paid-up Capital ... £3,000,000
Reserve Fund ... £2,800,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, May 8th, 1933. [31]

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE: 15, Greenchurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000
Subscribed Capital ... £1,800,000
Paid-up Capital ... £1,050,000
Reserve Fund ... £1,200,000

BANKERS: THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

BRANCHES: Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Howrah, Madras, Shanghai, Calcutta, Kandy, New York, Simla, Colombo, Karachi, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Manager.

7 Queen's Road Central, Hongkong, May 31st, 1933. [30]

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: Alexandra Building, Charter Road, GENERAL Banking and Exchange business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

Hongkong, September 8th, 1931. [32]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)
Established 1824.A. Capital ... F. 100,000,000
Paid-up Capital ... F. 25,000,000
Reserve Fund ... F. 18,445,800
Special Reserve ... F. 23,540,000Head Office: Amsterdam.
Branches at: The Hague, Rotterdam, London, London Agency—Batavia.

RANCHES: Batavia, Medan, Padang, Palembang, Peking, Penang, Pontianak, Rangoon, Semarang, Soerabaya, Sourabaya, Tientsin, Yokohama.

Correspondence at Colombo, Madras, Pondicherry, Rangoon, Saigon, Shanghai, Swatow, Yokohama, Malacca, Singapore, New York, San Francisco, etc., etc.

The Bank buys and sells and receives for collection bills of exchange, issues letters of credit on the branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GLOUAMP, Agent.

Hongkong, September 4th, 1932. [37]

THE BANK OF CHINA.

行銀國中

Specialty authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.

Authorized Capital ... \$40,000,000
Paid-up Capital ... \$12,775,000
Reserve Funds ... \$2,007,000

HEAD OFFICE—PEKING.

HONGKONG BRANCH: 4, Queen's Road Central, Hongkong, and branches in all over China, and correspondents in New York, America, and other parts of the world.

General Bankers: The National Provincial and London Bank of England, Ltd., The Guaranty Trust Company of New York, New York Bankers—The Living National Bank.

The Bank also conducts a Savings Department.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

Every description of banking and exchange business transacted.

T. NISHIYAMA, Manager.

19th March, 1933. [39]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ... Yen 100,000,000
Reserve Fund ... Yen 60,000,000

HEAD OFFICE YOKOHAMA.

Branches and Agencies at: Batavia, Kobe, London, Rangoon, Bombay, Lyons, San Francisco, Calcutta, Osaka, Seattle, Shanghai, Hongkong, Yokohama, Manila, Singapore, Siam, Cebu, Peking, Tientsin, Hankow, Harbin, Kobe, Yokohama, etc.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.

19th March, 1933. [39]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ... Yen 100,000,000
Reserve Fund ... Yen 60,000,000

HEAD OFFICE YOKOHAMA.

Branches and Agencies at: Batavia, Kobe, London, Rangoon, Bombay, Lyons, San Francisco, Calcutta, Osaka, Seattle, Shanghai, Hongkong, Yokohama, Manila, Singapore, Siam, Cebu, Peking, Tientsin, Hankow, Harbin, Kobe, Yokohama, etc.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.

19th March, 1933. [39]

Printed and Published by HENRY ANGLADES OAKLEY for the HONGKONG DAILY PRESS, LTD., at 10, Des Voeux Road, Central, Victoria, Hongkong, London Office: 131, Fleet Street, E.C. 4.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

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